

CHINA



MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4319.

號五月五年七十七百八千一英

HONGKONG, SATURDAY, MAY 5, 1877.

日二十月三年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBANI, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELOE & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGECOCK & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HEINER & Co., Macao, L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMAN, Esq. Deputy Chairman—F. D. BARBOON, Esq. E. R. BELLING, Esq. WILHELM REINER, Esq. W. R. FORBES, Esq. ED. TOBIN, Esq. HOP W. KESWICK, Esq. A. MOLIVER, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq.

Shanghai, E. W. CAMERON, Esq. LONDON BRANCH.—London and County Bank.

HONGKONG.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drift, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager. Office of the Corporation, No. 1, Queen's Road East. Hongkong, March 20, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract), on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—

All that PIECE or PARCEL of GROUND, Situate at SOW-KEE-WAN, and Registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a Public Street, measuring thereon 31 feet.

On the South and West side on a Public Street, measuring thereon 125 feet. On the South and East side on a Public Street, measuring thereon 200 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 150 feet.

For further particulars, apply to the Undersigned. TERMS of SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer. Hongkong, April 24, 1877. my8

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EBERT SEIMUND, lately carrying on Business in this Colony, as Shipchangers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co.—All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.

Also, THE GOODWILL of the said Business.

TERMS.—Cash on delivery. LAMBERT, ATKINSON & Co., Auctioneers. Hongkong, April 26, 1877. my19

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNY, to sell by Public Auction, on

TUESDAY,

the 15th May, 1877, at 2 o'clock p.m., at his Residence "Fair Lea,"—The whole of his HOUSEHOLD FURNITURE, comprising:—Handsome Rep-covered Drawing-room Suite.

Rosewood Centre Table. Gilt Framed Pier Glasses, Engravings, Tables, Chairs, Sofas, Hearth Rugs, Sideboard, Whatnots, Dining Table, Dinner, Dessert and Breakfast Sets, Glass-ware, Crockery and Plated-ware, Double Size Teakwood Bedstead, Mahogany Cheval Glass, Chest of Drawers, Wardrobes, Toilet Table and Glass, Washstand, &c., &c.

Hainan, Tonquin, and Japanese-ware. A Collection of Books, many relating to China and The Far East. A Patent Repeater Piano, by Schroder. A First-class 5 Oared Gig, with Oars, Awning, &c., complete, and a pair of Iron Davits with Falls, &c.

Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.

TERMS of SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer. Hongkong, May 3, 1877. my15

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. ELWELL will Act as our AGENT at that Port.

RUSSELL & Co. Hongkong, May 1, 1877. je2

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S., 1st March, 1877.

T. G. LINSTED. Hongkong, April 20, 1877. my7

NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI. Mr. CARL KREBS has been admitted a Partner from This Date.

MELCHERS & Co. Hongkong, April 12, 1877. my12

NOTICE.

MR. WILHELM CARL ENGELBRECHT von POSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. POSTAU & Co., Hongkong, Canton, Shanghai. Hongkong, April 16, 1877. jy16

NOTICE.

I HAVE This Day CLOSED the HONGKONG BRANCH of my Firm.

F. PEIL. Hongkong, May 1, 1877. my8

NOTICE.

I HAVE This Day Established myself as

SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED. Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNETT will Conduct the Business of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Solicitor to Local Offices, and Lloyd's Register of Shipping, 2, Club Chambers, Hongkong, March 17, 1877. se18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUICKSHANK, Manager. Hongkong, November 21, 1876.

Intimations.

NOTICE.

THE OFFICE of the Undersigned is This Day REMOVED, to No. 4, Peddar's Hill.

R. G. ALFORD, Surveyor, &c. Hongkong, May 1, 1877. my8

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profit reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents. Hongkong, May 1, 1877. se1

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS of Five per Cent. upon Contributions for the Year 1876, will be Payable on MONDAY Next, the 7th Instant.

WARRANTS may be had on application at the Office of the Society on and after the 6th Instant.

By Order of the Board, E. MOORE, Act. Secretary. Hongkong, May 1, 1877. my7

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the MEMBERS of the above SOCIETY will be Held at the CITY HALL, on MONDAY, the 7th May, at 5 p.m., for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing Year.

Members and others taking an interest in the Society are invited to attend.

F. W. BARRE, Hon. Secretary. Hongkong, April 30, 1877. my7

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch OUM SING (plying between Peddar's Wharf and Tsim-sa-choi), by Mr. BUKOO, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account, having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co., Praya Central. Hongkong, April 30, 1877. my80

SPANISH CONSULATE.

NOTICE is hereby given to the Captains of Spanish and Foreign Ships starting for the Islands of OYRA and POZO RICO that His Catholic Majesty's Government has again put in Force the 7th Rule of the Royal Decree of the 26th December, 1872, which has recently been revoked.

Consequently Captains and Super cargoes are informed that on their arrival at any of the Ports of the said Islands, they shall deliver to the Officers of the Customs House a Manifest duly certified by the Spanish Consul of the Port of Clearance or Departure, declaring whether the Ship is in ballast or giving a description of the Cargo that is on board.

Any Contravention (if the said 7th Rule will be punished with a Fine of (\$500) Five Hundred Dollars, or less, according to the circumstances connected therewith.

A. FARAUO, Consul for Spain. Hongkong, April 28, 1877. my8

FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATICK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATICK," or to persons who will exhibit our Trade Card. We also hereby offer a Reward of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATICK, Tailor, Corner of Wellington, and Wyndham Streets. Hongkong, May 3, 1877. my17

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES and PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 15, 1876.

Intimations.

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m. No. 1, Alexandra Terrace. Hongkong, April 4, 1877.

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, ON

MONDAY,

May 7th, 1877, When will be presented a Farcial Comedy in Three Acts, by J. H. BYRON, Esq., ENTITLED "Not such a Fool as he looks."

Tickets may be obtained from Messrs LANE, CRAWFORD & Co., on and after Monday, April 30th, and at the Doors on the Night of Performance.

Doors Open at 8.30. Performance to Commence at Nine o'Clock punctually. By kind permission of Colonel DICKINS and the Officers of H. M. 28th Regt., their Band will be in attendance.

CHAS. C. COHEN, Hon. Secretary. Hongkong, April 25, 1877. my7

For Sale.

FOR SALE.

THE IRON STEAMER "ALBAY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYDS, and Her MACHINERY and BOILER were made by Messrs JAMES HODGKIN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1876, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons. CLASS.—Built to Class 100 A at Lloyd's. Rig.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet. Loaded 12½ feet. SPEED.—Eight knots on consumption of 8½ to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howdon's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter. Strokes 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY. Hongkong, March 20, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power. Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours. The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late Firm of Russell & Sturges, Manila. Particulars may be obtained on application to

MORRIS & RAY. Hongkong, March 20, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen. Price: Two DOLLARS and a HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai. Hongkong, February 8, 1877.

For Sale.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry." TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche. JOHN DURAND & Co.'s CLARETS and WHITE WINES. STARTUP & KENTISH'S PORTS and SHERRIES. MOULTON & Co.'s COGNACS, 1, 2, 3 Stars. BLANCHY FRERES & Co.'s COGNACS. JUSTUS LEMBKE & Co. Hongkong, April 9, 1877. jy9

Shipping.

Steamers.

FOR SWATOW, AMOY & TAIWANFOO. The Steamship "HAILONG." Captain ABBOTT, will be despatched for the above Ports on SUNDAY, the 6th Instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, May 4, 1877. my6

FOR MANILA.

The British Steamship "BERTHA," WINDHAM, Master, will be despatched for the above Port on MONDAY, the 7th Instant, at 10 a.m. For Freight or Passage, apply to VOGEL, HAGEDORN & Co. Hongkong, May 4, 1877. my7

FOR MANILA.

The Steamship "ESMERALDA," Capt. THEBAUD, will be despatched for the above Port on TUESDAY, the 8th Instant, at Noon. For Freight or Passage, apply to A. MACG. HEATON. Hongkong, May 4, 1877. my8

CASTLE LINE OF STEAMERS. FOR HANKOW (DIRECT.)

The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the 5th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, May 1, 1877.

FOR COOKTOWN.

The British Steamer "JUAN," Capt. SROCK, will have immediate despatch as above. For Freight or Passage, apply to VOGEL, HAGEDORN & Co. Hongkong, April 20, 1877.

FOR COOKTOWN AND SYDNEY.

The French Steamer "GUNG," Captain GARBEAU, will load here for the above Ports, and will have immediate despatch. For Freight or Passage, apply to HOP KEE & Co. Hongkong, April 27, 1877.

Sailing Vessels.

FOR MANILA.

The Spanish Bark "TERESA," CHABADA, Master, will be despatched for the above Port on TUESDAY, the 8th Instant, at Noon. For Freight or Passage, apply to SIEMSEN & Co., Agents. Hongkong, May 4, 1877. my8

FOR LONDON.

The 41 British Ship "LALLA ROOKEH," HENDER, Master, will load here and have quick despatch. For Freight, apply to MEYER & Co. Hongkong, April 28, 1877.

FOR LONDON.

The 41 British Clipper Ship "LEUCADIA," MEARNS, Master, will load here and have quick despatch. For Freight, apply to MEYER & Co. Hongkong, April 20, 1877.

FOR LONDON.

The 41 Clipper Ship "NYASSA," GARRICK, Master, will have quick despatch as above. For Freight, apply to WM. POSTAU & Co., Agents. Hongkong, April 11, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 41 American Ship "THOMAS LORD," SHALL, Master, will load here and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 26, 1877.

FOR NEW YORK.

The 41 American Ship "NEW ERA," SAYER, Master, will load here and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 27, 1877.

FOR NEW YORK.

The 41 American Bark "ALBERT RUSSELL," Captain CARVER, will load here and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 20, 1877.

FOR SAN FRANCISCO.

The 41 American Bark "ROSETTA McNEILL," BROWN, Master, will load here and will have immediate despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 14, 1877.

FOR SAN FRANCISCO.

The Russian Bark "RURIK," BURGELAND, Master, will have quick despatch as above. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 5, 1877.

Notices to Consignees.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matsuda, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.

OLIPHANT & Co.,
General Agents,
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of £50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents,
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents,
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Hongkong, January 3, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

MAILS.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th May, 1877, at 9 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.
Through Passage Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, April 16, 1877. my15

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 9, Praya Central.

G. B. EMORY, Agent.
Hongkong, May 1, 1877. jel

FOR SALE.

CUTLER, PALMER & Co.'s
Celebrated
Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

NOW READY.

FENG-SHUI; OR, THE FUNDAMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. KITTEL. One Volume. 8vo. Price, £1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION. In three Lectures. By Dr. E. J. KITTEL. Second Edition. One Volume. 8vo. Price, £1.50.

Orders will be received by Messrs Lane, Crawford & Co.

HONGKONG, July 31, 1873.

FOR SALE.
A SMALL Invoice of C. BORNEVILLE & Co.'s "Princes of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.

Apply to
P. B. CAMA,
7, Hollywood Road.
Hongkong, April 20, 1877. my14

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

Intimations.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this company was Resumed immediately after the FIRE. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH,
Manager.
April 23, 1877. my29

INTIMATIONS.

AFONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Rednorshire a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.
Hongkong, March 28, 1877.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
MR. CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Now Ready.

"THE CHINA REVIEW,"
No. 4, Vol. V.

Annual Subscription, Six Dollars and a Half.

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"Watching Spirits."

Chinese Folk-lore.

Yin and Yang, according to Aristotle.

Pidgin English.

Goethe's "Werther" in China.

Chinese Music.

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Hongkong, March 19, 1877. mcl8

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THE BUSINESS of THIS PAPER has been very much extended. The following are some of its Agents:

Macao.—Man Chuen Shop.

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Saitoh.—Wahing Hong.

Kobe.—Ting Koo Hong; Kwong Fook Sing Hong.

Peking.—Tow Wing Hong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agents; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 19, 1874.

INTIMATIONS.

NEWS FOR HOME.
The Overland China Mail.
(The oldest Overland Paper in China.)
PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.
Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

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Terms of Advertising, same as in Daily China Mail.

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LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

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By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE CO.
20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £340,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. MOYER as its AGENT in HONGKONG.

By Order of the Board of Directors,
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Manager.

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A. MOYER,
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

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8vo. pp. 618. With 29 MAPS and PLANS.

by
WM. F. MAYERS, N. B. DENNIS, and CHAR. KING.

COMPILED AND EDITED BY N. B. DENNIS, P.R.S.

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HONGKONG: China Mail Office.

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The Appendix contains full tables of the various steam companies' lines. It also includes a CATALOGUE of over 440 works published in the English language upon China and Japan, with a copious INDEX at the end of the work affording a ready means of reference to the reader.

INTIMATIONS.

THE CHINA REVIEW.
THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 80 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Western Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1876, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and entertaining Review. It is a sixty paged, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address China Review, Hongkong.—Northern Christian Advocate (U.S.).

Traveller's Oriental Record contains the following notice of the China Review:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's She King, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-steamship of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowring, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. MOYER,
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

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WM. F. MAYERS, N. B. DENNIS, and CHAR. KING.

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KEATING'S INSECT DESTROYING POWDER

which is quite harmless to Domestic Animals.

Sold in tins 1s. and 2s. 6d. each, by THOMAS KEATING, St. Paul's Churchyard, London, and all Chemists. The 1s. tin is so made that the Powder is easily distributed from them, and will be found a great improvement on the old paper packets. In exterminating Beetles the success of this powder is extraordinary, and no one need be troubled by those pests. It is perfectly clean in application.

Sold in Tins and Bottles, by all Druggists.

5may77 1

KEATING'S

Bon Bons or Worm Tablets,

A purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. It is a perfectly safe and mild preparation, and is especially adapted for children.

TESTIMONIAL.

Mr. KEATING, Medical Hall, Gildersleepe, Nov. 28th, 1876.

Dear Sir,—I think it nothing but my duty to inform you of the immense sale I have for your Worm Tablets, which I may justly say is enormous, and in every case gives the greatest satisfaction. I have now in stock two bottles containing the Round Worm brought me during the last few days by customers, one Worm 40 yards long. I dare not be without the remedy.—Yours respectfully,

M. A. WALKER, Sold in Bottles, by all Chemists and Druggists.

Proprietor—THOMAS KEATING, London.

REWARD AND CAUTION.—Whereas I am informed fraudulent imitations of this un-suspected remedy have been sold, I hereby request anyone knowing of the vendor of the same to communicate with me, and on conviction of the offender a liberal reward will be paid.

7ap77 1w 28t 30sep77

CAUTION.

J. & F. MARTELL'S

BRANDY.

It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers.

Agents: MATTHEW CLARK & SONS, 72, Great Tower Street, London.

31mr77 1w 52t 30mr78

FAIRBANKS' STANDARD SCALES

MADE WITH THE Latest and Most Valuable Improvements.

Adapted to the Standard of all Nations, Packed ready for Shipping.

RECEIVED HIGHEST MEDALS AT

World's Fair, London, 1851.

To-day's Advertisements.

FOR SINGAPORE AND LONDON.

The Steamship
"IMBROS,"
Capt. BINKINSON, will leave
as above on MONDAY, the
7th instant, at 2 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, May 5, 1877. my7

FOR SWATOW, AMOY & FOCHOW.

The Steamship
"DOUGLAS,"
Capt. PIMAN, will be de-
parted for the above Ports
on WEDNESDAY, the 9th instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.
Hongkong, May 5, 1877. my9

SHIPPING.

ARRIVALS.

May 4, *Cypriotes*, British steamer, 1280,
Wood, Saigon May 1, Rice.—GIBB, LIVINGSTON & Co.
May 5, *Douglas*, British steamer, 864,
Pitman, Fochow May 2, Amoy 3, and
Swatow 4, General.—DOUGLAS LARPAK & Co.
May 5, *Tanah*, H. M. troop-ship, 4857,
W. H. Liddell, Portsmouth March 6, Plymouth
6th via Suez, Trincomalee, and
Singapore April 28.

DEPARTURES.

May 5, H.M.S. *Fly*, for Canton.
5, *Mount Lebanon*, for Victoria (Van-
couver's Island).
5, *Peiho*, for Newchwang.
5, *Lombardy*, for Europe, &c.
5, *Sea Gull*, for Swatow.

CLEARED.

Bertha (str.), for Manila.
Catherine Marden, for Takow.
Flintshire, for Saigon.
Montgomeryshire, for Saigon.
Hailong, for Swatow, &c.
Noria, for Swatow.
Wacht, for Haiphong.

PASSENGERS.

Per *Douglas*, from Coast Ports, Mr and
Mrs Rogers, child and European maid ser-
vant, Mrs Forsyth, one Italian Sister of
Mercy, Mr Lowe, and 132 Chinese.
Per *Tanah*, from Plymouth, &c., Relief
Officers, Crews for H. M. S. *Charley*,
Modeste, *Nassau*, *Sylvia*, and *Earl*.

DEPARTED.

Per *Lombardy*, for Penang, Major-Gen.
the Hon. Sir F. Colborne, &c.; Major
Hutchinson, A.D.C.; Lt.-Col. Hall, &c.;
Lieut. Saunders, &c.; Dep. Surg. Gen.
Gilborne, &c.

Per *Mount Lebanon*, for Victoria (Van-
couver's Island), 265 Chinese.

SHIPPING REPORTS.

The British steamer *Cypriotes* reports:
Moderate S.E. breeze and fine clear weath-
er throughout. On Thursday, the 3rd
of May at 9.30 p.m., saw North Shoal
(Parasol) from aloft, also what ap-
peared to be a vessel ashore; but on
hauling the ship nearer discovered the ob-
ject to be two junks inside the reef, ap-
parently in deep water; at 1 p.m. kept ship
her course.
The British steamer *Douglas* reports:
Fochow to Amoy moderate N.E. wind
and fine weather. Amoy to Swatow light
S.E. wind and very foggy, and Swatow to
Hongkong first part moderate S.E. wind
and fine, latter part moderate S.W. and W.
wind and equally. Off White Dogs passed
S. S. *Namoa* bound North. Off Ocksen
S. S. *Gaelic* bound North.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—

Per *FLINTSHIRE*, at 9 a.m. To-mor-
row, the 6th inst.

For SWATOW.—

Per *NORMA*, at 7.30 a.m., on Monday,
the 7th inst.

For MANILA.—

Per *BERTHA*, at 9.30 a.m., on Monday,
the 7th inst., instead of as previous-
ly notified.

For STRAITS SETTLEMENTS.—

Per *IMBROS*, at 1.30 p.m., on Monday,
the 7th inst.

Per *ULYSSES*, at 3.30 p.m., on Mon-
day, the 7th inst.

For BANGKOK.—

Per *RAJANATHIANUHA*, at 5 p.m.,
on Monday, the 7th inst.

For COOKTOWN AND SYDNEY.—

Per *GUNGA*, at 1.30 p.m., on Tuesday,
the 8th inst. Mails will also be
closed for E. Australia, Tasmania,
and New Zealand, 12 cent rates.

MAILS BY THE FRANK PACKER.—

The French Contract Packet *SINDH*,
will be despatched from Hongkong
on SATURDAY, the 12th May,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Australia, New Zea-
land, Tasmania, Fiji, Aden, Sey-
chelles, Réunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Cor-
respondence to E. Africa, the Cape,
St. Helena, and Ascension.

Letters may also be forwarded to India
by this Packet.

The following will be the hours of closing
the Mails, &c.:—

Friday, May 11th.—

5 p.m. Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, May 12th.—

7 a.m. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late
Letters.

11.10 a.m. Letters (but Letters only)
except those to and through Aus-
tralia, may be posted on payment
of a Late Fee of 12 cents extra
postage, until

11.50 a.m. when the Post Office Closes
entirely.

Hongkong, April 28, 1877, my12

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *CITY OF
PEKING* will be despatched on
TUESDAY, the 15th instant, with
Mails for Japan, San Francisco, and
the United States, which will be closed
as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the
United States only may be
posted on board the Packet
with Late Fee of 12 cents
extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed
for this route, and if not fully prepaid,
will be sent by British Packet.

Hongkong, May 2, 1877. my15

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest
London Papers:—

DEPARTURES.

Nov. 28, Western Chief, from London to
Hongkong.

Nov. 28, Madura, from Cardiff to Hong-
kong.

Dec. 4, Benclutha, from Cardiff to Hong-
kong.

Dec. 17, A. E. Vidal, from Hamburg to
Hongkong.

Dec. 17, Carricks, from London to Hong-
kong.

Dec. 19, Channel Queen, from Cardiff to
Hongkong.

Dec. 20, Chinaman, from London to Hong-
kong.

Dec. 22, Sophie, from New York to Hong-
kong.

Dec. 23, Inc, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York
to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 28, Cassan, from Cardiff to Hong-
kong.

Jan. 4, C. R. Bishop, from London to
Hongkong.

Jan. 11, Windhover, from London to
Shanghai.

Jan. 12, Woodhall, from Hamburg to Hong-
kong.

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryte, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hong-
kong.

Jan. 31, Forward Ho, from London to
Hongkong.

Feb. 1, Robert Henderson, from Buryport
to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hong-
kong.

Feb. 3, Carrizal, from Cardiff to Hongkong.

Feb. 5, Daphne, from London to Hong-
kong.

Feb. 12, Leading Wind, from Antwerp to
Hongkong.

Feb. 17, Therese Behn, from Cardiff to
Hongkong.

Feb. 18, Matchless, from Cardiff to Hong-
kong.

Feb. 19, Cactus O., from Cardiff to Hong-
kong.

Feb. 19, F. P. Lichfield, from Cardiff to
Hongkong.

Feb. 19, Maipu, from Cardiff to Hongkong.

Feb. 20, Penrith, from London to Hong-
kong.

Feb. 22, Enid, from London to Hongkong.

Feb. 22, Osaka, from London to Hongkong.

Feb. 22, Belted Will, from London to
Shanghai.

Feb. 27, Gold Hunter, from Cardiff to
Hongkong.

Feb. 28, City of Aberdeen, from London to
Shanghai.

Feb. 28, D. McB. Park, from Sunderland
to Hongkong.

Feb. 28, Janet Ferguson, from Glasgow to
Singapore and Hongkong.

March 1, Isles of the South, from Cardiff to
Hongkong.

March 1, Brown Brothers, from Cardiff to
Hongkong.

March 1, Khedive, from Antwerp to Hong-
kong.

March 2, Paracos, from Cardiff to Hong-
kong.

March 3, A. S. Davis, from Cardiff to
Hongkong.

March 3, Caller Ou, from Cardiff to Shang-
hai.

March 4, Nimbus, from Cardiff to Hong-
kong.

March 4, Jala, from Cardiff to Hongkong.

March 6, Lord Macaulay, from Cardiff to
Hongkong.

March 7, Aloctis, from Cardiff to Chetoo.

March 10, Sir Lancelot, from London to
Shanghai.

March 13, Golden Spur, from Cardiff to
Hongkong.

March 16, Bessie Morris, from Swansea to
Amoy.

March 15, Antwerp, from London to Hong-
kong.

March 17, Scindia (str.), from London to
Shanghai.

March 18, Victoria, from Swansea to Hong-
kong.

March 19, C. W. Cochrane, from Liverpool
to Hongkong.

March 20, Springfield, from Cardiff to
Hongkong.

March 20, Warrior, from Cardiff to Hong-
kong.

March 23, George, from Cardiff to Hong-
kong.

March 23, Ajax (str.), from Liverpool to
Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Chadla, Teirot,
Elgin, Nankin,
Glendine.

Selling Vessels.

Duke of Abercorn. Corla.
Commissary. Shindia.
Kalewa. Melbrook.
James Shepherd. Ferdinand Bruthin.

At Liverpool.

Priam (str.) Henry S. Sanford.

At Glasgow.

Isle of Erin.

General Memoranda.

TUESDAY, May 8:—

Noon.—Sale of Ground, at Sow-ke-wan.
Noon.—*Teresa* leaves for Manila.
Noon.—*Emerald* leaves for Manila.
Goods per *Meikong* undelivered after
Noon, subject to rent and landing
charges.

WEDNESDAY, May 9:—

Noon.—*Douglas* leaves for Coast Ports.

FRIDAY, May 11:—

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

TUESDAY, May 15:—

2 p.m.—Sale of Household Furniture, at
Dr Denny's residence, Fair Lea.
3 p.m.—*American* Mail leaves for Yokohama
and San Francisco.

SATURDAY, May 19:—

Noon.—Sale of Stock-in-trade of the firm
of Broadbear, Anthony & Co.

FRIDAY, June 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. JOHN'S CATHEDRAL.—The Right
Reverend Bishop Burdon; The Rev. E.
Davies, Acting Colonial Chaplain. At
11 a.m., Morning Prayer, &c. At 4 p.m.,
Evening Prayer and Sermon.

Military Service.—At 8 a.m., Morning
Prayer, &c.
UNION CHURCH.—Minister, Rev. James
Lamont. Morning Service, at 11 a.m.
Afternoon, 6 p.m.

St. PETER'S SEAMEN'S CHURCH.—Rev.
J. Henderson. Service at 6 p.m., every
Sunday. All seats free. Morning Prayer
and Communion on the First Sunday in
each month at 11 a.m.

St. STEPHEN'S MISSION CHURCH.—Rev.
A. B. Hutchinson, and Rev. Lo Sam
Yuen. (All Services in Chinese.) Morning
Prayer:—Liturgy, Ante-Communion,
and Sermon, at 11 a.m. Bible Class, at 3
p.m. Preaching, at 6.30 p.m. Holy Com-
munion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in
the German language, by Pastor E. Klitzke,
every Sunday at half-past ten a.m., in
the Chapel of the Berlin Foundling House,
West Point.

Shipping.

Daylight.—*Hailong* leaves for Coast
Ports and Formosa.
Goods per *Argentine* undelivered after
this date subject to rent.

MEMOS. FOR MONDAY.

Shipping.

10 a.m.—*Bertha* leaves for Manila.
2 p.m.—*Imbros* leaves for Singapore and
London.

Meeting.

5 p.m.—Meeting of the Hongkong
Humane Society at City Hall.

Amusement.

9 p.m.—Amateur Dramatic Club Per-
formance at the City Hall.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUPPLIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, MAY 5, 1877.

The Chinese Recorder for March-April
contains much that is of interest to mis-
sionaries, but is not likely to arrest the
attention of the general reader. Mr.
Phillips, in his fifth paper on the Zai-
tan discussion, closes his commentary on
the various texts of Marco Polo's descrip-
tions of Fokien. A graphic sketch of
a Mongol Prison, from the pen of
Hopkins, is the only really popular paper
of the number. A mass of statistical
information concerning various missions,
follows this charming contribution; and
the reader is next threatened with an
overdose of literature on the "Term
question." Dr. Graves first gives his
thoughts on the subject, and in doing
so it must be conceded that he carefully
avoids giving way to that "unsanctified
temper" which has lately been too freely
exhibited elsewhere in this discussion.
Mr. Hutchinson (Hongkong), in taking
up the question "Shall Tien-chu super-
cede Shang-ti and Shin," elaborates the
argument in favour of Shang-ti supplied
by the experience of its use; and he
does this with so much vigour and fresh-
ness, that the so-called idolatrous ten-
dency of the term he advocates vanishes
into thin air, while the real of these
native Christians who most tenaciously

adhere to its use seems conclusively
proved. Dr. Blodgett and Dr. Cairns
Douglas each contributes his quota to
the great controversy, the relative merits
of which will most likely be pronounced
upon according to the side favoured by
the reader; and Mr. Chalmers adminis-
ters a severe reproof to those students
(young and old) who import bad Greek
into the discussion—who are ever quot-
ing the dead languages at the expense of
a more sufficient study claimed by the
living book-language of China. In the
notices of recent publications there is to
be found, as usual, a large amount of sound
sense and scholarly information. An
appreciative review of Dr. Eitel's Chinese
Dictionary, and a calm but suggestive no-
tice of Bishop Burdon's recent Letter to
the Archbishop of Canterbury, possess most
interest to readers here in the South.
In the first article the Editor observes
that, while "more disposed to reverence
than to criticize," he cannot accept Dr.
Eitel's statement that the Chinese collo-
quial is a monosyllabic language, and does
not hesitate to say that good Saxon English
is by far more monosyllabic than colloquial
Chinese. Be this as it may, the work
itself is described as "to a great extent
a dictionary of the general language of
China," which will be a boon
to those who are seeking to gain an in-
sight into Chinese linguistics. This is
high praise, and comes from an authority
fully competent to deal with such
matters. Bishop Burdon's letter to the
Archbishop on the Chinese term for God is
freely dealt with, and the language
used clearly indicates that even a charita-
ble and impartial man, who regards the
Bishop's present position from a distance,
can write "more in sorrow than in anger"
of the rev. gentleman's ill-
advised efforts. The Bishop's statement
of the term Shin is described as "very
fair and impartial;" his advocacy of
Tien-chu is spoken of as "admissible,"
but as to Shang-ti the writer is sorry to
express himself as he has. This refers to
an implied charge, brought against all
those who use Shang-ti, of advocating or
teaching heathenism. Errors in detail
are charitably put down by the reviewer
as unintentional. In asserting, however,
that the Jesuits were alone in their use
of Shang-ti, the Bishop is accused of un-
fair pleading; while in the reference he
made to Bishop Smith, Dr. Burdon is
charged with writing what certainly has
a tendency to mislead. Bishop Smith
tried to effect a compromise, it is true,
but on its failure "he declared himself
decidedly and strongly in favour of the
use of Shang-ti for God, which term he
used to the end." Like the Recorder,
we would never think of imputing to
Dr. Burdon any intention to mislead;
but the frequency with which he cites
outside authorities to strengthen his
argument, when as a matter of fact their
testimony is all the other way, would
seem to justify the supposition that the
warmth of his zeal occasionally obscures
his logical faculty. The misrepresentation
in this instance is the more to be regret-
ted because the Archbishop may be mis-
led. It is pleasing to note the tribute
paid by the reviewer to the late Rev.
W. C. Burns, "of world-wide renown
for his sanctity of character and purity
and simplicity of life." The Recorder,
by way of defending the late missionary
from Dr. Burdon's insinuation, asks,
"Can it be believed that such a man [the
late Mr. Burns] was teaching heathenism
because he used Shang-ti?" adding,
"We sincerely hope Bishop Burdon will
come to look more favourably on the
action of his brethren in China—a hope
which, we fear, is now as faintly enter-
tained in South China as it is likely to
be realized. Other but less important
notices complete the number.

amount of distress, and should such an
event occur, Englishmen will have to
confine themselves more to skilled and
intellectual labour and leave the more
drudgery to the invaders. The position
of England, as a nation, would probably
be improved by the change, for cheap
labour means cheap produce, and cheap
produce means increased power of com-
petition in the world's markets. Eng-
land's existence mainly depends on her
foreign trade, and the more cheaply she
can produce her merchandise, the more
readily will she be able to meet and
crush competition from other countries.
Cheap labour must be an undoubted
advantage to any nation, whether it
comes from abroad, or is indigenous to
the country using it. The objection to
the Chinese is that they take away a
portion—a very small portion, however—
of the wealth they earn; nevertheless
the country in which they are domiciled
and in which probably they spend
the best part of their working days,
must be profited incomparably more
than China. This truth, of course,
applies far more strongly in cases where
Chinese immigrants are engaged in in-
dustries or on permanent works, instead
of, for instance, endeavouring to make a
hasty fortune, and a short stay in a
country, by searching for nuggets on the
gold fields. Even the Koreans appear to
be afraid of the Chinese invasion. The
Peking Gazette of the 4th April contains
a long memorial setting out the alarm
felt by the Koreans lest the Chinese
emigrants who are rapidly settling in the
country up to the Korean frontier should
overflow into Corea, and it is proposed
to give the Korean Government power
to arrest any Chinese subject found
across the border, and to send him a
prisoner to Moukden for execution, or
to slay any Chinese who may attempt to
resist capture by the Koreans!

It will be recollected that a Reuter's
telegram gravely announced a few weeks
ago that Sir Louis Mallet, Mr. Mulhol-
land and Sir Arthur Kennedy had been
appointed by the Home Government to
negotiate the renewal and extension of
the Treaty of Commerce between France
and England. We expressed doubts at
the time as to the accuracy of the tele-
gram, as it was strange that Sir Arthur
Kennedy, who probably knows far more
of eastern than western commercial mat-
ters, and who had just left here for his
important post in Queensland, should
have been selected to discharge such
duties. The London papers to hand
show us that for Sir Arthur Kennedy,
Mr. Kennedy of the Foreign Office
should be read. Mr. Kennedy is said to
possess considerable knowledge of the
commercial relations of England with
foreign Governments, hence the fact of
his being selected on this occasion. The
treaty negotiated by Mr. Cobden, with
the late French Emperor expired, and
was prolonged by M. Thiers, when he
was in power, for three years, which
period

but also in the palate bones, which accounts for the dog being unable to extricate himself in the first instance, for the teeth being like the "Venus beech" of South Africa, the more he staggered backward the tighter he was held by the bone. I may add for the information of the friends of the dog that he is none the worse for his squeeze.

Police Intelligence.

(Before James Russell, Esq.)

May 5, 1877.

Cheuk Amin, stone-carrier, and Hung Ahik, cook, were charged by P. C. Wan Aloy, No. 201, with creating a disturbance. The first defendant was fined 50 cents, or two days imprisonment, and the 2nd was discharged.

Chav Ayan and Chun Ahik, boatmen, were fined 25 cents each for a similar offence.

Lewis Heron, aged 26, a native of Denmark and described as a seaman, unemployed, was charged with being drunk and incapable. He was found lying in the road near the British Hotel, by Sixth Constable No. 626, who put him in a chair and took him to the Station. Defendant was fined 25 cents or twelve hours imprisonment.

Robert Allen, aged 33, a native of Scotland, and described as a storekeeper on board the steamer *Juan*, was charged with a similar offence. He was found by P. C. White, lying on Ladder Street Steps. Defendant admitted being drunk and was fined 25 cents.

Chan Ayan, a shoemaker, aged 33, a native of Nankai, was charged by Wong Ahcheung, a fishmonger, living in Tak Shing Lane, Sai-ying-poon, with having stolen a basket containing four pieces of clothing, some cash and some oil. Wong Ahcheung said he found the empty basket next day with a pair of trousers which he identified as belonging to him. He told the pawnbroker not to let any one redeem them. Yesterday he was sent for. The trousers produced were his. —Un Achan, called, said he was acquainted with the defendant at the Sam Hing pawnshop. The defendant admitted the articles produced on the 25th January. He looked at the trousers carefully. —The defendant, on being called on for his defence, said the trousers were his. —Inspector Cradock said he had known the defendant for three years and knew him to be a respectable man. The defendant was discharged.

Li Achan, and Lum Kam-cho, servants, Mak Akwan, master of the Wing Wo Cheong rice shop, and Au Akai a hawkier, were charged as follows:—Geo. Baker (P.C. 74) sworn said that about 8 o'clock on the night of the 3rd May, he was on duty at Yow-ma-tee and heard a noise as of people fighting in a licensed brothel. On going upstairs he found the trap door closed, and with the assistance of an Indian Constable he burst it open. The 1st defendant, who was shoved down stairs, had his face much cut. Witness took him into custody, when the 3rd approached armed with a stick and struck him 4 or 5 blows with it on the hands and arms. He therefore had him arrested also and took them both to the Station. The 2nd and 4th defendants were arrested by an Indian Constable. There were 12 women living in the house; their room was broken up. In answer to the 3rd defendant he said he was quite sure he struck the 1st defendant. —Sikh Constable 534, corroborated Baker's statement. —The mistress of the brothel was called, and by her statement it appears that the disturbance was occasioned by the 1st and 2nd defendants endeavouring to enter the room of one of the inmates against her will. —The 1st and 2nd defendants said they went to the brothel together and the other two came and interfered with them. The 3rd defendant said he was not at the brothel; he was at a drug shop and saw a fight; he did not interfere.

Mr Caldwell came forward and said the two first defendants were his servants; the 1st defendant had been with him 15 months and the 2nd four years. He could not say much in favor of the 1st defendant who had occasioned him much trouble, but the 2nd defendant had been most exemplary in his conduct. The 1st defendant was fined \$10 or 1 month's imprisonment, the 2nd \$5 or 14 days, the 3rd \$25 or 2 months, and the 4th \$5 or 14 days. And all were ordered to find bail in \$25 each, to be of good behaviour for one month.

CORRESPONDENCE.

A NOISANCE.

To the Editor of the "CHINA MAIL."

Hongkong, 5th May, 1877.
Sir,—I have always been under the impression that there is a "Water Police" for this harbour, and I find however I have been mistaken. I was disturbed in my slumbers before 5 o'clock this morning by a steam whistle being blown about every 5 minutes, for at least a minute at a time. This was kept up for quite an hour. I found afterwards it proceeded from the *Cyphreus*. Now, Sir, after being roused out of one's rest by a heavy steam at 5 past 5, and kept awake till at least 5 past 5, it is too bad to be disturbed when you are comfortably making up for lost time. I think there should be water police, and a part of their duty should be to stop any whistling of the kind occurring,—for it is ridiculous to suppose a whole community should be annoyed in this manner just to suit the whim of one individual.

Yours faithfully,

JOHN.

P.S.—I found afterwards the *Cyphreus* was only coming further up the harbour, then what in Heaven's name was the necessity for such an uproar,—it could not have been worse if the vessel had been in grave difficulties.

Swallow.

May 2, 1877.

Charters effected.—German by *Parades*, 5,000 pikes, hence to Cienstien, Newchwang and back to Swatow, 50 cents per pike, 23 days.

Arrivals.—April 27, *Donzlas* from Hongkong, Yesso from Coast Ports; 28, *Olympia* from Hongkong; 30, *Namoa* from Hongkong; *Hornet* (H.M.S.) from Hongkong; May 1, *Fu Yew* from Shanghai, Taiwan from Coast Ports; and *Norma* from Hongkong.

Departures.—April 24, *Norma* for Hongkong; 27, *Yesso* for Hongkong, *Douglas* for Coast Ports, *Jedda* for Singapore,

Norma for Tientsin; 28, *Hochung* for Shanghai; 29, *Oceanus* for Takao; 30, *Swallow* for Shanghai, *Namoa* for Coast Ports; May 1, *Condor* for Chefoo, *Caroline* for Takao, Taiwan for Hongkong, *Olympia* for Shanghai, *Fu Yew* for Hongkong; 2, *Hornet* (H.M.S.) for a cruise.

Vessels in Port.—Steamer: *Norma* to Hongkong. Sailing Vessels: *Wm. Turner*, *Julie Reitz*, *Parades*, *Hans*, *Vesta*, and *H.I.C.M.S. Olenito*.

The Straits.

(Singapore Daily Times.)

Messrs. Apcar & Co's. steamer *Japan*, Captain de Smidt, from Hongkong, with dates to the 17th instant, arrived alongside Tanjong Pagar wharf yesterday (April 23rd) en route to Penang and Calcutta.

We learn from official sources that only two deaths from cholera have been reported within the last two days, making thirty deaths in all from that disease, in its sporadic form, officially recorded within the last twenty-seven days, and that the Medical authorities consider the sanitary state of the town to have recently improved, and to be on the whole satisfactory, or not at all events affording any reason for alarm or uneasiness.

The Coals at Tanjong Pagar Wharf are still burning (April 24th), in spite of now over a week's operations with force-pumps, coolies, and other appliances to bring water to bear on fire. And it will probably take another week before "the devouring element" is finally and completely extinguished.

We have been informed to-day (April 25th) semi-officially from the Tanjong Pagar Dock Company, that the total quantity of coal stored on their premises before the late fire was about 45,000 tons; that of this amount 6 to 7,000 tons, as near as can be judged until the coal is actually weighed, were not touched by the fire; and that a large quantity of the coal on fire is being saved, more or less damaged. With regard to insurance, the Company, of course, know nothing officially, but the principal holder was fully covered, and it is known also that about half the coal on fire was covered with insurance here and at home. The loss to the Company from the destruction of plant, coal sheds, timber, &c., is still unascertained, all the energies of the Directors and officers of the Company having been, and still being, engrossed with the mastering of the fire.

The murder of an Ayah in Killiney Road, which we announced yesterday (April 24th) appears to have been of a very brutal nature. The Ayah, who had entered the garden of a house close to her own, and in which carpenters were at work, for the purpose of collecting some shavings, was suddenly struck a violent blow with an axe by a Kling Syce, with whom, it is alleged, she had some business transactions with which he was dissatisfied, and he afterwards followed it up by hacking her in a dreadful manner. The Syce supposed to be the perpetrator was handed over to the custody of the police by some Chinamen who had arrested him.

TORPEDOES.

On the 19th March, Lord Charles Beresford called attention in the House of Commons to the increasing power of torpedoes. His speech is a very able and instructive one, and we cannot do better than append his description of the various kinds of torpedoes and the modes of using them. Mr E. J. Reed followed with a short speech, in the course of which he maintained that, although there might be good reasons why the initiation of a system of torpedo defence should be left to the Royal Engineers, yet, once the principles and the methods were settled, it became of the utmost importance that the conduct of the operations should pass into the hands of the Royal Navy.

Lord O. Beresford spoke as follows:—There were four torpedoes at present in use in Her Majesty's Navy. First, there was the "Herring," or "towing" torpedo, which was towed from a derrier-end, or the yard-arm, over or against the enemy, and which exploded on striking. Then there was the "ground torpedo," which was a mine torpedo, intended for the defence of harbours or to close the mouth of a canal, or to protect our ships. It exploded by electricity, communicated either from the shore or a ship, or by an enemy striking a floating and partly buoyant body connected with the torpedo. Next there was the "spar torpedo," which was carried in a boat, no matter how small, and which exploded either on touching the side of a vessel or by electricity used by wire from the boat. But by far the most formidable—he might even call it the most awful—weapon of maritime war was the "Whitehead torpedo"; and it was this which threatened to change the character of naval warfare. It was a body 14ft. in length and 16in. in diameter. It was made in three pieces—the head, which contained a burning charge of 500lb. of gun-cotton; the balance chamber, which contained a burning charge for setting it so as to remain at any depth it was wished to travel under the water-line; and, lastly, the air chamber which contained the engine and the compressed air to drive them. Their length was 18ft., the diameter 18in., the appearance being exactly that of a cigar pointed at both ends. The head or foremost end contained the pistol or detonator which exploded the charge. The after-end supported the screws—a right and left hand screw—which propelled the torpedo and were made of the finest steel. The air chamber was tested to 1,200lb. on the square inch, although for service it was only loaded to 800lb. The Whitehead torpedo could be made to go at the rate of 20 knots for 1,000 yards, and at any depth that was wished from 5ft. to 30ft. It could be set to explode either on striking an object or at any particular distance under 1,000 yards. It could also be set so that it missed the object aimed at it would go to the bottom and explode on half-cock, or come to the top on half-cock so as to be recovered; as it had buoyancy enough just to float on the surface of the water when not in motion. It was fired by what was called an "impulse tube," which, out of a frame fitted to a port, discharged the torpedo into the water. It could be fired above the water, but would at once go to the depth it was set for, and then go straight to the object, no matter how fast the ship from which it was discharged was going, or how fast the object aimed at might be sailing or steaming. In fact it could do anything but speak. (A laugh.) It was calculated to make a hole on bursting of 70ft. area, and there was no doubt that if one of them

hit a ship of any sort or description at present on the water she must at once proceed to the bottom. He would now state what he believed to be the only way of resisting the attack from these infernal machines. (Hear.) He did not think it likely that the one way of doing this was likely to be with ordinary vigilance or by the Hawkey torpedo, as in the case of the *Galling* gun would destroy the boat, and in the other, in these days of accuracy of artillery fire, the torpedo itself could be destroyed, or the yard or derrier from which it was towed could be accounted for. A Whitehead torpedo was, however, a totally different weapon, and the first intimation you would get of it was by going to the bottom. ("Hear" and a laugh.) The torpedo vessel or boat need not be nearer than 1,000 yards, and, providing that the first three shots did not take effect, she could still deliver more, as at night time the vessel's position at that distance was absolutely safe, and the vessel fired against would be positively unaware of the attack until she was blown up. The newly invented electric light from the tops was a great help to the party attacked, but it was his firm belief that if three or four different points of the compass, and if they were commanded by smart officers, nothing that she could do would save her from being hit by one or more of them. He had, therefore, in his motion asserted the expediency of adding torpedo boats and vessels to the Fleet without delay. (Hear, hear.) In his opinion—and he was confirmed in it by a number of naval officers whom he had consulted—the only manner in which the Whitehead torpedo was to be combated, was by having attached, not only to the Fleet, but to each line-of-battle ship or heavy ironclad two or three satellites—namely, very fast schooner-rigged steam vessels, like the steam yachts of the present day, to be fitted as torpedo vessels, and also armed with light guns capable of destroying any vessel of their own description which they might approach, besides being able to destroy any big vessel if they could come near enough to discharge their own Whitehead torpedoes. In build they should be as near a yacht as possible, doing not less than 12 knots an hour, with a lower freeboard, capable of remaining at sea, and using sail power. The lower freeboard was desirable as there was less likelihood of a shot hitting the boat. The idea of protecting a large ironclad with wire nets he did not think at all possible for many reasons. It would reduce the speed of ships of the Devastation class by 5 or 6 knots an hour, and the Whitehead torpedo was fitted with sharp "guides" which would go clean through a large ironclad wire netting. A spar torpedo, moreover, could reach over the nets and have full effect upon the vessel. The next point to which he wished to draw attention was equally important—namely, the want of an organized system in connection with our defensive coast torpedoes. The defensive operations were in the hands of about four companies of Royal Engineers. Now, what he would like to see was not only a large body of seamen instructed in the matter, but also all our boatsmen, coastguard men, and pilots. Of course, the actual firing of the torpedoes must always be done by trained electricians, but the laying down and taking up of them was essentially a seaman's work. It required a knowledge of the way of handling boats, of tides, of soundings, of cables, and making bends, &c. For all these things the Navy was particularly qualified, but they must have the practice also. He thought all our squadrons ought to be exercised in this matter, as, in the event of a war, what would now take weeks to accomplish could be done in a few days if the fleet had practice. He would give an instance that was suggested to him the other day. Supposing that while our fleet had been anchored in Beaulieu Bay, circumstances had led to a combination of other European nations against us, and that we had found it necessary to hold the entrance of the Dardanelles and also to protect our own shores from invasion—if the fleet had been trained in torpedo work, a few ships loaded with ground torpedoes would, by being laid down in a few days, have rendered the passage perfectly impassable, two or three ships would have been left to fire them as occasion offered by electricity, or keep off vessels or boats which would have tried to countermine them, and the rest of the large fleet would have been free to act elsewhere. The Germans, the French, and he believed, the American, had begun this work with a system of divided responsibility, but had found it did not answer at all; and now they had all got a regular naval torpedo corps worked by blue-jackets and naval officers. He thought it was most important that we should not only have a regular naval coast defence, but also that our squadrons should be drilled in the work of laying down and taking up torpedoes. If we went to war the Navy must be called in for this duty, and there were many places we should have to defend abroad by means of torpedoes, particularly our coaling stations, so that it was necessary to familiarize the men and officers to the use of these weapons so as to get rid of that sort of dread, of an undefined terror, which must occur to any one, with the knowledge of an unseen danger. The First Lord of the Admiralty had thoroughly recognized the importance of this new warfare, as was apparent from the increased expenditure he was going to propose for torpedoes and experiments—namely, £80,000, or torpedoes and £4,000 for experiments. Nor had he said would, he hoped, be construed into criticism in any way whatever; but he had thought it right to bring the matter into public notice as it had to completely changed maritime war. We might manufacture guns and build enormously powerful ships, but ramming and torpedo war must be the warfare of the day (Hear, hear.)

PARISIAN GOSSIP.

The Speaker of the Turkish House of Commons, or the President de la Chambre des Deputes, Turque, is almost a Parisian, for Ahmed-Visik was educated in this capital, and represented his country at the Court of France pending the massacres of Syria. He is, perhaps, the most curious personage in all Turkey; of Bulgarian origin, he exaggerates to the highest degree, like all Christians who have become Mahomedan, his zeal for the new faith. He speaks and writes French perfectly, and is deeply read in Greek and Latin. No one can surpass him in telling a good story, which he lends with classical quotations. He has translated La Fontaine's Fables, and a few of Moliere's Comedies, one of which has been represented at the Turkish theatre of Stamboul. He has also published a dictionary of pure Turkish such as it is spoken

in Turkestan, and a digest of all Persian and Arabic proverbs; this work is in much favor with Oriental scholars. He has been in his day, Director of Customs, President of the Tribunal of Commerce, and Ambassador at Paris. On entering upon the duties of the first office, he was fully aware of the *bukharis* levied by the chiefs; three of the latter he warmly congratulated on their real, and invited them to supply him with a list of subordinate meriting promotion. Fifty names were submitted to him; "At last I have the rogues," he exclaimed, and he at once dismissed the chiefs and their confederates. On another occasion, when filling the office of Judge, a merchant, steeped to the chin in debt, called on him mounted on a superbly caparisoned horse; he kept the merchant waiting upwards of four hours, then sent a message that he could not receive him; when the merchant asked for his horse, he learned it and the trappings had been sold by the judge's order, and the proceeds handed over to the creditors. Ahmed-Visik occupies a beautiful villa, at the spot where Darius is said to have witnessed the passage of his troops across the Bosphorus. His salons are filled with the principal newspapers and periodicals of Europe; of his two sons, the first is employed in the Treasury, after having completed his education in Paris, where the second is at present, a graduate in the Lycium Charlemagne. When will Russia be able to boast of a Representative Chamber, or, what is more pressing, when will she demobilize her "Army of Constantinople," as the First Napoleon had at Boulogne, his "Army of England." That's the protocol people here desire to see acted upon.

The sudden outbreak of winter has been felt at Nice, as well as here, and has caused quite a commotion among the forty thousand cosmopolitans that dwell in the Flowery Land between Hyeres and San Remo; a kind of blind man's bluff movement has set in, to find the most sheltered nooks for the really delicate. However, snow and frost, feeling ashamed of their appearance in those localities, have ever the good taste to rapidly disappear. There recommence Alpine excursions, and the devastation of all wild flowers within reach. There is a story told of a gentleman, who recently wandered he would return from a mountain excursion, with one or two foxes, instead of the prosy as-loads of wild flowers; he set off for a snowy side of a mountain, where foxes are said to have most holes; he was fitted out with all hunting requisites; failing to return after three days, some friends proceeded to search for him, and perceived smoke issuing from the entrance of a small cavern, where some wolves also were crouched. A few shots dispersed the wolves and thereby raised a siege; and, on entering the cavern, they discovered the hunter, piling, with a miser's frugality, some fagots on a fire to maintain a blaze,—the only means of keeping off wolves when your ammunition is exhausted.

The *Figaro* publishes some strange revelations about Garibaldi's family, and that appear rather large spots on the sun. The hero of the two hemispheres, it is alleged, though not possessed of a son, is not less managed to expend 60,000 fr. per annum; and he only accepted the national annuity of 100,000 fr., on the threat from M. Nicotini, to expose that Garibaldi's two sons, Menotti and Ricciotti, were subventioned out of the secret service fund. Menotti is described, as dressing and speaking as a cattle drover, but married to an extremely elegant wife, that he is rich, having, as son of Garibaldi, being declared contractor for railway works in Sicily, but which necessitated re-making. Menotti leads a fast life, and many assert he is in debt. Ricciotti is the better of the two, thanks to his more English education; both brothers have African blood in their veins. Ricciotti and his run-a-way wife, disowned by her rich father, reside in Melbourne, and give lessons in Italian and deportment. He has never been forgiven for not succeeding in catching the heiress, Garibaldi's second wife, the Marchioness Raimondi, that he wed in 1859, saw no poetry in the old soldier, and eloped the evening of the marriage with her Romeo, one of Garibaldi's own followers, a Frenchman. She has been deserted, like all such a new man, and is now retired with her little son in the neighbourhood of Milan. Garibaldi is now married, "officially," to the unmarried wet-nurse, of his son-in-law; she is a coarse woman, has borne him two sons, and of whom he is very proud. Anita, Garibaldi's first wife, bore him Ricciotti and Menotti, pending the life-time of her own husband, so that they are naturally, not legally, his sons; Raimondi's, is his son legally, but not naturally, while the two boys by the nurse Capocci, are his officially, but not according to law. So ends this strange eventful history.

The sum of the great discharge-sewer of Paris is rented; it is collected and made into soap. The best hair for wig-makers is that which comes from Italy, taken from "three year old corpses."

It is only the morning after a great dinner, that one is able to judge of the wines drunk.

"Oh! Mamma," said a little child with fingers all about catching a butterfly, "it dyes also like papa."

A poet invited an admirer to dejeuner, and apologizing for the absence of wine, boasted he had water fifteen years in a well.

POCKETS AND CHARACTER.

When we see an unkempt, anxious individual, who refers on all occasions to a sequestered inner pocket, as though he owed nothing that was not invaluable, we know him for an injured bankrupt or a deserving refugee. A timid, retiring nature is prejudiced in favor of waistcoat pockets, because he can get in and out of them readily and inconspicuously. Large, pompous men, on the contrary, love to fetch things from their tail pockets with a grand sweep and a flourish. The bald-headed, complacent philanthropist rejoices in wide, baggy pockets, to hold the overflowings of his hearty footstep, and suspicious characters like baggy pockets, too, generally, with clerical voice and broad shoulders, prefer doing business with the side pockets of his knicker-bocker stock-out, which are accessible, off-hand and without bothering. And as there are pockets proper to different types of men, so also are there pockets peculiar to all the seven ages, from the child, with his single trouser pocket, to the lean and clipped pantaloon, who feels for his tremulous knicker-box and gold-bowed spectacles.

Pockets are of great assistance in striking attitudes, and a man's attitudes betray him. Insolent wealth thrusts its hands into its trouser-pockets, rattles its money at you, and measures you from your head to your boots. There is a species of jaunty exultation, who pokes his white forefinger and thumb in the pocket of his waistcoat. There is a blue, stern-browed man, who shoves his

fists defiantly into the side pockets of his roundabout jacket; there is the elderly, old-fashioned gentleman, who gets his slender hands into the pockets of his broad-cloth skirt-coat and turns his back upon the fire.

On the whole, it appears that the smaller a man's nature is, the more self-conscious and fussy, the greater his dependence on pockets. The more pocket the less man; petty people run to pocket. But the man who ignores pockets proves the wealth of his internal resources. Heroes make little account of them—put their hands in them only for the purpose of taking something out to do good with. The hands of simple, great, pre-occupied men, hang by their sides, awkwardly, perhaps, but quite respectfully. Pockets are anti-Christian—at least the Apostles and none—had we shall look for them in vain in the New Jerusalem.

THE GALLOP OF INTELLECT.

The Hyper-Scientific Association held its annual worry—we apologise—"awarry" in the Assembly-rooms of the interesting old Town of Substratford on Monday last. Space will only allow us to give the subjects of the eminently instructive papers read by the erudite gentlemen who preside over the various departments of scientific investigation. Chemistry.—"On the probable effects of Protodynamic Chlorates upon the Waves of the Radiometer, in connexion with a theory of Hispano-Mauresque precipitates." By Prof. Slocum Syke, R.A.P. Geology.—"Inquiries into the nature of the White Spots upon Flint Boulders—whether caused by an eruption, or induced by absorption of fluid Magnesia." A highly interesting paper, the result of 18 years' exclusive study. By Professor Gneiss Youngman, S.P., O.O.N. Statistics.—"A Calculation as to the probable number of Chertystones dropped in the streets of the Capitals of Europe and America during the fruit season, with Comparative Tables." By the Rev. Stokney Muddins, M.U.F. Zoology.—"A Discussion on the apparent increase observable in the size of Elephants' Trunks, with a Solution of the Theory that they were once Carpet Bags, and may eventually develop into Packing Cases." By Professor Buckwater, X.Y.Z. Entomology.—"On the Extraordinary Instinct which urges the House Fly to use the Right Foot in preference to the Left when employed in its abominable duties." By Professor B. Innis-Bonnet, F.L. Psychology.—"On Incontestably Supernatural Manifestations, induced by introducing a Three-legged Stool to an Easy Chair; with a Dissertation on the Propensities of Invisible Powers." By Dr. Half-crowns to disappear at will. A book to be found in the centre of French rolls. By Dr. Horn Green, A.S.S. Social Science.—"On the probable diameter of bicycle wheels 20 years hence, and their influence on length of limb in the rising generation." By Miss O'orks, of Bally-Rinkagain.—Punch.

A SERIOUS JUDGE.

Our own magistrates often delight the officials of their courts by their witlessness; but their humour is not to be compared with that of their brethren of the United States. The other day, according to the "Detroit Free Press," "a little bit of a man, wearing a bilious-looking plug hat, and speaking in child-like tones, was placed in the dock. 'Why, for, thou seelidg?' inquired the judge, looking up. 'I'm a prisoner, but I'm entitled to be treated with respect,' squeaked the little man; standing on his tiptoes and growing red in the face. 'Respectfully your obedient servant,' replied his honour, waving his hand around with inimitable grace. 'won't be made fun of—I tell you I won't!' squeaked the prisoner. 'Fun! fun!' repeated the judge. 'Sir, this is a serious world, with four pounds of heartache to one old-fashioned grin. No, sir, I see no fun here. The charge is being drunk and raising a great row—a very serious thing.' 'Who says I got drunk?' squeaked the little man; 'who says I raised a great row?' It is a conspiracy to get me out of the neighbourhood.' 'Prisoner at the bar,' said his honour when the evidence was all in, 'now is the time to make a Fourth of July speech if you are ever going to make one. If you have any evidence, hurl it at me.' Silence. 'Darius Worthington Jones,' resumed the judge, after waiting for an answer, 'you are charged for 60 days. You won't set out any onions this spring, and you won't be around when the first circus strikes Detroit. May day will find you making chairs, and June berries will have ripened and vanished ere we gaze upon your face again.' As the judge pronounced this terrible sentence not a trace of waggonness remained in his voice; each word that fell from his lips was pitched in a tone befitting the solemnity of the occasion. The impressiveness of the scene was much heightened by the sudden transition from 'gay to grave,' and the diminutive prisoner was removed from the bar in a state of speechless horror.—Pall Mall Gazette.

Miscellaneous.

An old gentleman, with several suspicious red spots on his face, entered a tramway car in Edinburgh, the other day, and quickly took the only seat which was vacant. An inquisitive chap asked him if he had had the small-pox, and he said "Yes." There was a general scramble among the passengers, all of whom wanted to get out at once; in about a minute the old gentleman had the car to himself. The conductor, cautiously peeping in, demanded how long it was since the afflicted individual had recovered. "Well, sir," replied the victim of disease, "I can't say exactly; but as near as I can recollect, it was about thirty-five years ago."

A critic who recently attended a fashionable church thus describes the singing:—Worship was introduced and the opening piece was a solo, faultlessly rendered by the leading singer accompanied by the organ. "Consider the lilies of the field," and when she came to the application it ran thus:—"And yet I say unto you—that even Solomon in all his glory—was not arrayed—as was not arrayed—(interlude)—like one of these." And then she went back again and asserted in the most emphatic manner, "I say unto you that even Solomon in all his glory—was not arrayed—(pause), until I began to despair lest poor Solomon would never get his garments on."

TORPEDOES IN THE BLACK SEA.—The Board of Trade have received through the Secretary of State for Foreign Affairs copy of a notice issued by the Russian Consul-General at Constantinople, to the effect that submarine torpedoes are being placed in the eastern part of the Black Sea, on the coast

of Girosasia, comprised between the town of Soukum Kald and the Fort St. Nicholas (Nicolayefsk). Ships leaving Constantinople bound for Poti or Soukum Kald must steer towards the guard-ships, one of which will be stationed at the entrance of the roadstead of Poti, and the other at the entrance of the roadstead of Soukum Kald; these guard-ships will indicate to the master the course to be followed for entering the roadsteads. Ships bound for Balaklava must not enter that bay until a boat be sent to indicate the place where they are to anchor.

Mrs Darwin has received as a testimonial, on the occasion of his sixty-ninth birthday, an album, a magnificent folio, bound in velvet and silver, containing the photographs of 156 men of science in Germany. The list contains some of the best known and most highly honoured names in Europe. He has likewise received on the same occasion from Holland an album with the photographs of 217 distinguished professors and lovers of science in that country. These gifts are not only highly honourable to Mr Darwin, but also to the senders, as a proof of their generous sympathy with a foreigner; and they further show how widely the great principle of evolution is now accepted by naturalists. The German album bears on the handsome title-page the inscription:—"Dona Reformatorum Naturgeschichtae, Charles Darwin" (to the Reformer of Natural History).

The *Sumatra*, a steamer of 2,400 tons, will leave England on the 15th of August, with a party of 400 excursionists. The first halting-place will be Batavia, after which the party will visit the great ports and cities of Spain, Portugal, Italy, Greece and Turkey. After Constantinople will come Jerusalem, after Alexandria, the Pyramids; then the Red Sea, India, China, and California. While the United States are being "done" by land, the vessel will steam round Cape Horn to New York, calling at many ports on the way. Picking up her passengers at the Empire City, she will bring them home via the Azores. The cost of the trip to each passenger will be £500, which will include a first-class cuisine, good libraries and various entertainments afloat. When in port, a steam-launch will be at their disposal night and day. Whether the undertaking will tempt many to take nearly a year's holiday and to spend £500 remains to be proved.

GREAT MEN.—A great man is not necessarily the most pleasant of companions. Milton is a sublime poet, but we are not quite sure that a week spent in his company would have been remembered with unalloyed pleasure. Coleridge, it is just possible, might have wearied us with his unceasing talk; and Wordsworth, though a good man and a noble poet, did not, we must believe, always act the part of a host with entire satisfaction to his guests. It is not given to every distinguished man to make himself, like Sir Walter Scott, as much beloved as he is admired; and it is not every writer, however admirable and accomplished, who can make his readers his friends, and bring them, as it were, into cousinly relationship with himself. This is what Addison and Steele have done, and this is why we feel so much at home in their company. Goodness, Milton tells us, is awful; but Addison's goodness has in it a grace and sweetness, a gentleness and almost womanliness of tone, which forbid the sense of awe.—*Cornhill Magazine*.

"BERKELEY, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted. —I am, Sir, yours truly, HENRY ALFALFA. —To the Proprietors of Norton's Camomile Pills."—an/19/77.

Quotations.

Hongkong, May 5, 1877.

OPIMUM.—New Patna, cash, 576 1/4
" New Benares, cash, 560
" New Malwa, cash, 562 1/2
" " " " " 567 1/2
" Allowance Tails, 12 c 40
" Old Malwa, cash, 595
" " " " " 600
" Allowance Tails, 48 c 60

CAMPOR, 18 50 a 18 60

QUICKSILVER, 59 a 60

SALTPETRE, 6 a 6 60

Exchange.

Bank, on demand, 3/11
" 30 days' sight, 3/11 1/2
" 6 months' sight, 4/0
Credits, 4/0 1/2
Documentary, 6 months' sight, 4/0 1/2
Bombay, 22 1/2
Calcutta, 22 1/2
Shanghai, demand, 78 1/2
" 30 days, 74 1/2
Bar Silver, 17, dwts. 2, 8 prem.
Mexicans, 3
Gold Leaf, 25 50
English Sovereigns, 4 98
Australian Sovereigns, 4 98
Discount, 7 a 9

Shares.

Hongkong Bank, 25 p prem.
Union Ins. Society of Canton, 4760
China Traders' Ins. Co., 42,500
Chinese Insurance Co., 3215
Yangtze Ins. Association, 710
A.K. Fire Ins. Co., 637 1/2
China Fire Ins. Co., 345
A.K. & W. Dock Co., 35 p dia.
A.K. & W. S.-boat Co., 110 p dia.
Shanghai Steam Navigation, 710
Hongkong Gas Co., 875 nom.
Hongkong Hotel Co., 955 per share.
Chinese Imperial Loan, 1108

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Hongkong, May 5, 1877.

BAROMETER—9 A.M. 30.000
Do. 1 P.M. 29.968
Do. 4 P.M. —
THERMOMETER—9 A.M. 79
Do. 1 P.M. 80
Do. 4 P.M. —
Do. (Wet bulb) 9 A.M. 76 1/2
Do. Do. 1 P.M. 76 1/2
Do. Do. 4 P.M. —
Do. Maximum, 80
Do. Minimum over night 74 1/2

Portfollo.

A ROSE SONG.

Why are red roses red?
For roses once were white.
Because the loving nightingales
Sang on their thorns all night,
Sang till the blood they shed
Had dyed the roses red!

Why are white roses white?
For roses once were red.
Because the sorrowing nightingales
Wept when the night was fled,
Wept till their tears of light
Had washed the roses white!

Why are the roses sweet?
For once they had no scent.
Because one day the Queen of Love
Who to Adonis went,
Brushed them with heavenly feet—
That made the roses sweet!

—E. H. Stoddard, in Scribner.

CHARITY.

Only a drop in the bucket,
But every drop will tell;
The bucket would soon be empty
Without the drops in the well.

Only a poor little penny,
It was all I had to give;
But as pennies make the guineas,
It may help some cause to live.

A few little bits of ribbon
And some toys—they were not new;
But they made the sick child happy,
Which has made me happy, too.

Only some outgrown garments—
They were all I had to spare;
But they'll help to clothe the needy,
And the poor are everywhere.

A word now and then of comfort,
That cost me nothing to say;
But the poor old man died happy,
And it helped him on the way.

God loveth the cheerful giver,
Though the gift be poor and small;
What doth He think of His children
When they never give at all?

GRAINS OF GOLD.

A MAN cannot win golden opinions by an exhibition of his brain.

There is no need for a man to deceive himself, when so many friends are ready to practice deception.

I LOVE such mirth as does not make friends ashamed to look upon one another, next morning.—Isaac Walton.

A MAN'S opinion of himself goes for nothing. He may do clear himself to be of sound mind when making a will, to have lawyers prove directly the opposite condition after death. It is hard for a rich man to die without leaving doubts of his sanity.—N. O. Republican.

A LAWYER who does not believe in law, a physician who does not believe in medicine, a clergyman preaching doctrines which are false to his own convictions, these are drudges of a lower order than an Irishman carrying his hod of bricks up the ladder.—James F. Clarke.

Goethe said that the thought of endless life was sometimes oppressive to him, because there must be a period when further progress was impossible. But he was reassured on this point when he looked up to the stars. The poet felt that in revealing such depths of space to him they hinted at intellectual distances which no soul could out-travel. In the same spirit Kant said: "Two things fill me with perpetual awe—the moral law and the starry heavens."—John Weiss.

WONDERS OF THE SEA.

In the Indian Ocean, many feet below the surface of the water, grow woods quite as luxuriant as any jungles or thickets we read of in South America. Some of the trees grow as high as two hundred feet on an anchor. They are called by a hard name—"necrocytus." The roots resemble coral, and from the slender stems grow a cluster of very long leaves. Other trees grow almost as high, and end in one single huge leaf that is about the size of our forest trees. Bushes—green, yellow and red—are dotted here and there; and a velvet carpet of diminutive plants covers the ground. Flowers in all the tints of the rainbow, ornament the rocks, and large leaves of the iris, of dazzling pink and red, float among them; and sea-anemones, as large and brilliant as cactus flowers, form beds in the moss. Blue, red, purple and green little fish dart here and there; and between the bushes glides, like a serpent, the long, silvery ribbon-fish.

Thus beautiful it is in the day; but when night comes on, and you suppose all creatures gone to bed, the landscape grows more lovely still. Little crabs and medusae light up the sea; the sea-pen quivers with green phosphoric light; what was brown and red in the day is changed into bright green, yellow and red; and amongst all these glittering jewels the moonlight floats like a silvery crescent.—S. S. Visitor.

THE HOME ATMOSPHERE.

The most important thing in a home is its atmosphere. I do not refer to the common air, however essential that, in its purity, is to every family; but to the atmosphere, which is the product of many combining causes, and which educates more effectively than rules or precepts. There is a worldly atmosphere. All things whatsoever are viewed through it. Habits, aims and conduct are under its control. All thoughts, all ideas, all undertakings draw their support from its frigid elements. As icebergs are formed in winter, so selfishness grows and hardens under its pressure. The worldly atmosphere imparts a sharp and biting winter in every home wherein its blighting rigors are allowed to reign. Hard-hearted people are brought up in the atmosphere of worldly homes. There is an intellectual atmosphere. So far as it goes it is beneficent. It quickens mind, develops power, supplies substantial themes for thought and talk. It gives a certain dignity to a home above anything which bare material splendor can impart. A home without books, pictures, newspapers, articles of vertu and pleasant trifles to gladden the eye, is no home at all for

anything more than the bodies of its occupants. In this day, when education is striving hard to become universal, it cannot be shut up in schools, academies and colleges. It shines for all, and if its rays do not enter the sacred seclusion of the home, it must fall in conferring its largest blessing upon society in its integral parts.

THE ANTARCTIC REGION.

In a lecture recently delivered by Sir Wyville Thomson at Glasgow he gave an interesting account of the latest visit to the Antarctic zone—that made by the Challenger—and some considerations as to the probable structure of the unexplored South Polar region. We make the following extracts:—After spending about a month at Kerguelen Island, making meteorological and other observations, and selecting a suitable spot for the observation of the transit of Venus by the English astronomical party in the following season, the Challenger left Christmas Harbour on January 31, 1874, and on February 6 we reached the desolate little group of the Heard Islands, and on the 7th continued our course southwards. Early on the morning of the 11th a large iceberg was observed bearing south-south-east about six miles off. The berg was table-shaped, the top perfectly flat and covered with a dazzling layer of snow. The perpendicular ice-cliffs bounding it were of a delicate pale blue, apparently perfectly clear, with some caves and slight recesses, where the blue was of a deeper shade. The height of the berg above the sea was 218 ft., and its extreme length by angular measurement was 2,200 ft.; so that, supposing it to be symmetrical in shape, the contour of the visible portion being continued downwards, its depth below the water may probably have been about 1,500 ft. to 1,600 ft. In the afternoon Lord George Campbell observed during his watch a large piece come off the side, dashing up the spray, and we afterwards saw a quantity of fragments floating off.

The 12th was misty with a breeze force 3-4 from the north-west by west. Many icebergs came in sight from time to time, and quickly became obscured in the mist. The position of the ship at noon was lat. 62° 36' S., long. 80° 8' E.

Towards evening we passed close to a very beautiful iceberg. One part of it was rounded and irregular in form, putting us in mind of the outline of the Sphinx, and another portion, separated from the first by a fissure, and the sea dashing through between them, was like a fragment of a colossal cornice. As the sun sank the ice took a most lovely pink or mauve tint, and when we came close up to the berg it showed out veined in a wonderful way with lines of deep cobalt-blue. The ice was perfectly pure and clear. The bergs which we were passing at this time seemed to be breaking up very rapidly; some large fragments had been detached from the main body before we reached it, for a quantity of debris was floating at a little distance. The pieces washing about in the water very soon lose their edges and angles, and get rounded and shortly disappear.

The 13th was a fine day, with a light wind from the north-north-east, and occasional snow showers. There were some large tabular icebergs along the southern horizon. In the afternoon we passed close to a beautiful berg, very irregular in form, all the curves and shadows of a most splendid blue. The lower portion of the side of the iceberg next us formed a long steep slope into the water, and up this slope the surf ran with every hoarse of the wind, taking in its course the glorious blue of the ice and ending at the top of the gulls in a line of glittering foam.

The evening fell grey and slightly misty, with a number of icebergs looming through the mist. One or two of us were standing on the bridge about midnight looking at what seemed to be a low bank of white fog coming down upon us, when all at once a universal grating and rasping sound and semaphoric signals pervaded the ship, and looking over the side we found that instead of sailing in open water we had passed into the edge of the pack, and as far as the eye could reach to the eastward, the sea was closely covered with blocks of ice of all sizes up to 5 ft. or 7 ft. in length, among which the ship ground her way. A cold-looking moon struggled faintly through the cloud and mist and showed the pack vaguely for a mile or so ahead, covered with a light fog, through which we could just see several icebergs looming right ahead of us and on either bow, and the masses of ice becoming larger and forming a closer pack as we passed inwards from the outer edge.

The necessary orders were given, and we veered round and slowly passed out of the pack and into open water, and we hung about beyond the line of wash-ice for the short Antarctic night.

On the following morning there were icebergs all round us, some of them of very fine forms. One which we saw all day on the port quarter was gable-shaped, with a glorious blue Gothic arch in the centre, and a separate spire over 200 ft. high. It was like a gorgeous floating cathedral built of sapphires set in frosted silver.

All day the pack could be seen from the deck stretching away to the east and south as far as the eye could reach, a mass of ragged glittering blocks, one piled on the top of another. The ice-blank, a beautiful and meteorological phenomenon, was very marked above the pack—a clear band of white reflection, lying some 12° above the horizon, and frequently bounded above by a dark rolled cloud.

The 16th was clear and calm, with a light wind from the south-east. There were innumerable icebergs in all directions, some with their blue cliffs entirely visible from the bridge, and the blue waves lapping about their base, and springing up into fissures and recesses in jets of dazzling foam, some only rising above the horizon and slowly developing their varied outlines, and for a time deluding us into the idea that they were low-lying gently from the water, and that it might be possible to land upon them. All the very large bergs, and some of them were one or two miles in length, were table-topped, evidently retaining their original position.

About 10 o'clock in the evening our attention was called by the officer of the watch to a very beautiful effect of light. There had been a fine crimson sunset, and now a dark curtain of cloud had sunk almost to the water's edge, leaving between it and the sea a long open line of the most vivid flame-colour, broken here and there by an iceberg, which according to its position, took a ruby glow from the sky, or merely interrupted it with its cold grey outline.

During the forenoon of February 16 we passed on under sail through a splendid double chain of icebergs, most of them table-

topped, and showing little evidence of change of form; and all day, on the southern horizon, berg after berg rose solemnly out of the water, at first a white line only, the blue bounding-cliff growing in height as we ran southwards. Shortly after noon we crossed the Antarctic circle, and a little later we reached our most southern point, lat. 66° 40' S.; long. 78° 22' E., exactly 1,400 miles from the South Pole.

As the season was advancing, and as there was no special object in our going further south—a proceeding which would have been attended with great risk to an unprotected ship, since, while the temperature of the surface-water ranged between -1° 07' and -2° 0' C. (28° and 28° 4 F.), very close to the freezing-point of sea-water, the temperature of the air fell to -4° 40' C. (24 F.), and once or twice the water began to show that sludgy appearance which we know sets so rapidly, converting in a few hours an open pack into a doubtfully penetrable barrier. Captain Nares decided upon following the edge of the pack to the north-eastward, towards the position of Wilkes' "Termination Land."

From our most southern point the sea was tolerably clear of ice for at least 20 miles in a south-westerly direction. The whole of the horizon to the south-east was closed by a chain of very uniform and symmetrical flat-topped bergs, all about 200 ft. high above the water, one upwards of three miles in length, and several between one and two miles.

During the next week we were making our way slowly to the north-east, along the edge of the pack, sometimes dipping into it a little way or crossing outlying loose patches.

The weather changed during the night of the 23rd, and at daylight on the morning of the 24th the wind was rising fast, with a cloudy sky and frequent snow-showers. We were very anxious to get a haul of the dredge in this position, and Captain Nares had it put over in the hope of getting it up before the weather became too boisterous.

The wind and sea rose so fast however, that it was found necessary to shorten the operation. The dredge was got in safely, but as we anticipated, it was empty, and had probably never reached the bottom. During the forenoon the weather got rapidly worse. The sea became continuous, and was so thick—blinding clouds of singularly beautiful wheel-like crystals, which stung the face as if they were red-hot—that we could scarcely see the length of the ship.

We tried to get under the lee of an iceberg, but while, seeing an eddy caught the ship and dragged her towards the berg, which she fouled, carrying away her jibboom. At 3 p.m. things were nearly as bad as they could be. The wind was blowing from the south-east by east, with a hurricane force in the squalls; the sea was running very high; the temperature had fallen to 6° 11' C. (21° F.); we were surrounded with icebergs, which we could not see for the sheets of blinding snow, but we could hear the dull boom of the surf dashing upon them. When the gale was at its height we saw the loom of an iceberg on the leeward, and we were drifting directly upon it. As there was no time to steam ahead, Captain Nares went full speed astern with the four boilers, and set the reefed main topsail aback, and under this sail the ship fortunately gathered stern-way, keeping broadside to the wind, and we drifted past the berg. Towards evening the wind fell a little, and we moved about all night between two bergs, whose position we knew, keeping as much as possible under their lee till daylight.

On the morning of the 25th this storm, which was one of the most trying and critical episodes in the whole voyage, was entirely over, and the air was calm and clear. We pushed a couple of miles into the pack to the north-east. We were now about fifteen miles from the position of Termination Land on the chart sent by Lieutenant Wilkes to Captain Ross. The sky was clear to the southward and eastward, the direction of the supposed land, but there was nothing which could be taken even for an "appearance of land." A sounding taken close to the edge of the pack had given a depth of 1,900 fathoms, and there was no trace of land debris on any of the icebergs. We were forced to conclude that Lieutenant Wilkes had been in error, and that there was no land in this position. We now ran on steadily in a northerly direction towards Cape Otway, and on March 4 we passed a low irregular iceberg, the last we saw during our southern cruise of 1874. We sighted Cape Otway on March 16, and on the 17th we anchored off Sandridge Pier, in Hobson's Bay.

Although in the present state of our knowledge it would be rash to form any very definite opinion as to the conditions of the region included within the parallel of 70° S., still there are some indications which have a certain weight. We have no evidence that this space, which includes an area of about 8,000,000 square miles, nearly double that of Australia, is continuous land. The presumption would seem rather to be that it is, at all events, greatly broken up, a large portion of it probably consisting of groups of low islands united and combined by an extension of the ice-sheet. One thing we know, that the precipitation throughout the area is very great; and that it is always in the form of snow, thermometer never rising, even in the height of summer, above the zero of the centigrade scale.

The curious question naturally arises, Shall we ever be able to reach the South Pole? With our present methods and appliances I should think that the answer must be an unhesitating negative. Except possibly somewhere in the region where Ross penetrated, in 1842, to the parallel of 78° S., to the north of New Zealand, or about Graham Land, where Captain Dalman in 1870, conducted the explorations of Captain Biscoe, there seems to be no accessible land; and Ross's southernmost point is upwards of 700 and Graham Land 1,200 miles from the pole. The remainder of the outline of the Antarctic continent appears to be a perpendicular cliff 20 ft. to 200 ft. in height, without shelter, and with a heavy pack broken up and kept in motion by frequent gales moving outside it during the greater part of the year, and bounding a vast expanse of glacier surface, a great part of it subject probably to high winds and to almost incessant falls of snow.

We have now learned that the North Pole is not actually inaccessible, is much more difficult of access than we imagined, even with the long roll before us of the gallant men who have strained through many years the resources of human skill and bravery to the utmost in fruitless attempts to attain the Barrier Issue; and we can only anticipate disasters multiplied a hundred-fold should the South Pole ever become a goal of rivalry among the nations.

THE FIRST MAN.

Some repairs were needed to the engine when the train reached Reno, and while most of the passengers were taking a philosophical view of the delay and making themselves as comfortable as possible in the depot, in walked a native. He wasn't a native Indian, nor a native grizzly, but a native Nevadan, and he was ragged out in imperial style. He wore a bearskin coat and cap, buckskin leggings and moccasins, and in his belt was a big knife and two revolvers. There was lightning in his eye, destruction in his walk, and as he sauntered up to the red-hot stove and scattered tobacco-juice over it, a dozen passengers looked pale with fear. Among the travellers was a car painter from Jersey City, and after surveying the native for a moment, he coolly inquired:—

"Aren't you afraid you'll fall down and hurt yourself with those weapons?"

"W—what?" gasped the native in astonishment.

"I suppose they sell such outfits as you've got on at auction out here, don't they?" continued the painter.

"W—what d'ye mean—who ar' ye?" whispered the native as he walked round the stove and put on a terrible look.

"My name is Logwood," was the calm reply, "and I mean that, if I were you, I'd trawl out of those old duds, and put on some decent clothes!"

"Don't talk that way to me, or you won't live a minute!" exclaimed the native as he hopped around. "Why, you homesick coyote, I'm Grizzly Dan, the heaviest Indian fighter in the world! I was the first white man to scout for Gen. Crook! I was the first white man in the Black Hills! I was the first white man among the Modocs!"

"I don't believe it!" faintly replied the painter. "You look more like the first white man down to the dinner table!"

The native drew his knife, put it back again, looked around, and then softly asked: "Stranger, will ye come over behind the ridge and shoot and slash till this thing is settled?"

"You bet I will!" replied the man from Jersey, as he rose up. "Just pace right out and I'll follow!"

Every man in the room jumped to his feet in wild excitement. The native started for the back door, but when he found the car painter at his heels, with a six-barrelled Colt in his hand, he halted and said:

"Friend, come to think of it, I don't want to kill you and have your widow come on me for damages."

"Go right ahead—I'm not a married man," replied the painter.

"But you've got relatives, and I don't want no law suits to bother me just as spring is coming."

"I'm an orphan, without a relative in the world," shouted the Jerseyite.

"Well, the law will make me bury you, and it would be a week's work to dig a grave at this season of the year. I think I'll break a rib or two for you, smash your nose, gouge out your left eye, and let it go at that!"

"That suits me to a dot!" said the painter. "Gentlemen, please stand back, and some of you shut the door to the ladies' room!"

"I was the first man to attack a grizzly bear with the bowie knife," remarked the native as he looked around. "I was the first man to discover silver in Nevada. I made the first scout up Powder river. I was the first man to make hunting-shirts out of the skins of Pawnee Indians. I don't want to hurt this man, as he seems kinder sad and down-hearted, but he must apologize to me."

"I won't do it!" cried the painter.

"Gentlemen, I never fight without taking off my coat, and I don't see any nail here to hang it on," said the native.

"I'll hold it—I'll hold it!" shouted a dozen voices in chorus.

"And another thing," softly continued the native. "I never fight in a hot room. I used to do it years ago, but I found it was running me into the consumption. I always do my fighting out doors now."

"I'll go out with you, you old rabbit-killer!" exclaimed the painter, who had his coat off.

"That's another deadly insult, to be wiped out in blood, and I see I must finish you. I never fight around a depot, though. I go out on the prairie, where there is a chance to throw myself."

"Where's your prairie, lead the way!" howled the crowd.

"It wouldn't do any good," replied the native, as he leaned against the wall. "I always hold a ten-dollar gold piece in my mouth when I fight, and I haven't got one to-day—in fact, I'm dead broke."

"Here's a gold piece!" called a tall man, holding up the metal.

"I'm a thousand times obliged," mournfully replied the native, shaking his head. "I never go into a fight without putting red paint on my left ear for luck; and I haven't any red paint by me, and there isn't a bit in Reno."

"Are you going to—fight?" demanded the car painter, reaching out for the bear skin cap.

"I took a solemn oath when a boy never to fight without painting my left ear," protested the Indian killer. "You wouldn't want me to go back on my solemn oath, would you?"

"You're a cabbage, a squash, a pumpkin dressed up in leggings!" contemptuously remarked the car painter, as he put on his coat.

"Yes, he's a great coward," remarked several others, as they turned away.

"I'll give ten thousand dollars for ten drops of red paint!" shrieked the native. "Oh! why is it that I have no paint for my ear when here is such a chance to go in and kill!"

A big blacksmith from Illinois took him by the neck and run him out, and he was seen no more for an hour. Just before the train started, and after all the passengers had taken seats, the "first man" was seen on this platform. He had another bowie knife, and had also put a tomahawk in his belt. There was red paint on his left ear, his eyes rolled, and in a terrible voice, he called out:

"Where is that man Logwood? Let him come out here and meet his doom!"

"Is that you?—Count me in!" replied the car painter, as he opened a window. He stretched for the drop, leaped down, and was pulling off his overcoat again, when the native began to retreat, calling out:

"I'll get my hair cut and he back here in seventeen seconds. I never fight with long hair. I promised my dying mother not to!"

When the train rolled away he was seen flourishing his tomahawk around his head in the wildest glee.

A SLEEPING CAR EXPERIENCE.

By BERT HAITE.

It was, in a Pullman sleeping car on a Western road. After that first plunge into unconsciousness which the weary traveler takes on getting into his berth, I awakened to the dreadful revelation that I had been asleep only two hours. The greatest part of a long winter night was before me to face with staring eyes.

Finding it impossible to sleep, I lay there wondering a number of things: why, for instance, the Pullman sleeping car blankets were unlike other blankets; why they were like squares cut out of old buckwheat cakes, and why they clung to you when you turned over, and lay heavy on you without warmth; why the curtains before you could not have been made opaque, without being so thick and suffocating; why it would not be as well to sit up all night half asleep in an ordinary passenger car as to be awake all night in a Pullman. But the snoring of my fellow-passengers answered this question in the negative.

With the recollection of last night's dinner weighing on me as heavily and coldly as the blankets, I began wondering why, over the whole extent of the continent, there was no local dish; why the bill of fare at restaurant and hotel was invariably only a weak reflex of the metropolitan hostilities; why the eat-tries were always the same, only more or less badly cooked; why the traveling American always was supposed to demand turkey and cold cranberry sauce; why the pretty waiter girl apparently shuffled your plates behind your back, and then dealt them over your shoulder in a semicircle, as if they were a hand at cards, and not always a good one? Why, having done this, she instantly retired to the nearest wall, and gazed at you scornfully, as one who would say: "Fair sir, though lowly, I am proud; if thou dost imagine that I would permit undue familiarity of speech, beware!" And then I began to think of and dread the coming breakfast; to wonder why the ham was always cut half an inch thick, and why the fried egg always resembled a glass eye that visibly winked at you with diabolical despatch suggestions; to wonder if the buckwheat cakes, the eating of which requires a certain degree of artistic preparation and deliberation, would be brought in as usual one minute before the train started. And then I had a vivid recollection of a fellow-passenger who, at a certain breakfast station in Illinois, frantically enveloped his portion of this national pastry in his red bandanna handkerchief, took it into the smoking car, and quietly devoured it en route.

Lying broad awake, I could not help making some observations which I think are not noticed by the day traveler. First, that the speed of a train is not equal or continuous. That at certain times the engine apparently starts up and says to the baggage train behind it, "Come, come, this won't do. Why, it's nearly half-past two; how long will it take to get through? Don't you talk to me. Pooh! pooh!" delivered in that rhythmic fashion, which all meditation assumes on a railway train. *Exempli gratia.* One night, having raised my window curtain to look over a moonlit, snowy landscape, as I pulled it down the lines of a popular comic song flashed across me. Fatal error. The train instantly took it up, and during the rest of the night I was haunted by this awful refrain: "Pull down the bell-lid, pull down the bell-lid; somebody's klink klink. Oh, don't be shoo-shoo!" Naturally this differs on the different railways. On the New York Central, where the road bed is quite perfect and the steel rails continuous, I have heard this irreverent train give the words of a certain popular revival hymn after this fashion: "Hold the fort for I am Slankley, Moody slankley still, wave the swish swish back from klinky, klinky klinky kill." On the New York and New Haven, where there are many switches and the engine whistles at every cross road, I have often heard: "Tommy make room for your whoop! that's a little clang; bumpity, bumpity, boopy, o'clocky, o'clocky, clang. Poetry, I fear, faded but little better. One star-light night, coming from Quebec, we slipped by a virgin forest, the opening lines of *Zingwidge* flashed upon me. But all I could make of them was this: "This is the forest prime val-eyal; the groves of the pines and the hem-locks-locks-locks-look-look!" The train was only "slowing" or "braking" up at a station. Hence the jar in the metre.

I had noticed a peculiar Tolian hair-like cry that ran through the whole train as we settled to rest after a hard run—an almost sign of infinite relief, a musical sigh that began in C and ran gradually up to F natural, which I think most observant travelers have noticed day and night. No railway official has ever given me a satisfactory explanation of it. As the car, in a rapid run, is always projected forward of its trucks, a practical friend suggested to me that it was the gradual settling back of the car body to a state of inertia, which, of course, every potential traveler would reject. Four o'clock the sound of boot-blackening by the porter is faintly apparent from the toilet room. Why not talk to him? But, fortunately, I remembered that any attempt at extended conversation with the conductor or porter was always resented by them as implied disloyalty to the company they represented. I recalled that once I had endeavored to impress upon a conductor the absolute folly of a midnight inspection of tickets, and had been treated by him as an escaped lunatic. No, there was no relief from this suffocating and inopportune loneliness to be gained then. I raised the window blind and looked out. We were passing a farm house. A light, evidently the lantern of a farm hand, was swung beside a barn. Yes, the faintest tint of rose in the far horizon. Morning, surely, at last.

We had stopped at a station. Two men had got into the car and taken seats in the one vacant section, yawning occasionally, and conversing in a languid, perfunctory way. They sat opposite each other, and occasionally looked out of the window, but always giving the stray impression that they were tired of each other's company. As I looked out of my curtains at them, the One Man said with a feebly concealed yawn: "Yes, well, I reckon he was at one time as popular an undertaker as I knew."

The Other Man (inventing a question rather than giving an answer, out of some laudible social impulse)—But was he—this yet undertaker—a Christian—had he fined the church?

The One Man (reflectively)—Well, I don't know, you might call him a purring Christian; but he had—yes, he had conviction. I think Dr. Wylie had him under conviction. At least that was the way I got it from him.

A long, dreary pause. The Other Man (feeling it was incumbent on him to say something)—But why was he popular as an undertaker?

The One Man (lazily)—Well, he was kinder popular with widows and widderns—sorter soother 'em in a kinder careless way; slung 'em outin' here and there, sometimes outin' the book, sometimes outin' himself, as a man of experience as he had had sorrow. Hed, they say (very cautiously), lost three wives himself, and five children by this yer new disease—diphthery—out in Wisconsin. I don't know the facts, but that's what got around.

The Other Man—But how did he lose his popularity?

The One Man—Well, that's the question. You see, he introduced some things into undertaking that was new. He hed, for instance, a way as he called it, of manipulating the features of the deceased.

The Other Man (quietly)—How manipulating?

The One Man (struck with a bright and aggressive thought)—Look yer, did ye ever notice how, generally speaking, onhandsome a corpse is?

The Other Man had noticed this fact.

The One Man (returning to his fact)—Why, there was Mary Peeblest as was daughter of my wife's bosom friend—a mighty poety girl and a perfecting Christian—died of scarlet fever. Well, that gal—I was one of the mourners, being my wife's friend—well, that gal, though I hedn't, pardners, order say—lying in that casket, fetched all the way from some A 1 establishment in Chicago, filled with flowers and turlowens—didn't really seem to be of much account. Well, though my wife's friend, and me a mourner—well, now, I was—disappointed and discouraged.

The Other Man (in palpably affected sympathy)—Sho! now!

"Yes, sir! Well, you see, this yer undertaker—this Wilkins—hed a way of correcting all that. And just by manipulating. He worked over the face of the deceased until he perduced what the survivin' relatives called a look of resignation—you know, a sort of smile like. When he wanted to put in any extra, he produced what he called—hevin' regular charges for this kind of work—a Christian's Hope."

The Other Man—I want to know!

"Yes, well, I admit, at times it was a little startlin'. And I've allers said (a little confidentially) that I hed my doubts of its being Scriptural or sacred, being, ez you know, worms of the yearth; and I reliev'd my mind to our pastor, but he didn't feel like interferin'. He said, ez long as it was confined to church membership. But the other day, when Cy Dunham died—you disremember Cy Dunham?"

A long interval of silence. The Other Man was looking out of the window, and had apparently forgotten his companion completely. But as I stretched my head out of the curtain, I saw four other heads as eagerly reached out from their berths to hear the conclusion of the story. One head, a female one, instantly disappeared on my looking around, but a certain tremulousness of her window curtain showed an unabated interest. The only two utterly disinterested men were the One Man and the Other Man.

The One Man (detaching himself languidly from the window)—Cy Dunham?

"Yes, Cy never hed hed either convictions or perversions. Uster get drunk and go round with permicious women. Sorter like the prodigal son, only a little more so; ez fur ez I kin judge from the looks ez stated to me by Well—Cy one day peered out down at Little Rock, and was sent up yer for interment. The fammily, being proud-like, of course didn't spare any money on that funeral, and it was a—well, first-class and prime-mess affair ez I ever saw. Wilkins hed put in his extra. He hed put outo that prodigal's face the A 1 touch—hed him fixed up with a Christian's Hope. Well—it was about the turning point, for thar was some of the members and the pastor himself thought that the line out to be drawn somewhere, and thar was some talk at Deacon Tibbet's about a reg-lar conference meetin' regardin' it. But it wasn't that which made him unpopular."

Another silence—no expression nor reflection from the face of the Other Man of the least desire to know what ultimately settled the unpopularity of the undertaker. But from the curtains of the various berths several eager and one or two even wrathful faces, anxious for the result.

The Other Man (faintly recurring to the lost topic)—Well, what made him unpopular?

The One Man (quietly)—Extra, I think—that is, I suppose, not knowin' (cautiously) all the facts. When Mrs. A. Widdowson lost her husband—bout two months ago, though she'd been through the valley of the shadow of death twice—this bein' her third marriage, hev'n' been John Barker's widder—

The Other Man (with an intense expression of interest)—No, you're foolin' me!

The One Man (solemnly)—Ef I was to appear before my Maker to-morrow, yee'd see the widder of Barker.

The Other Man—Well, I sware!

The One Man—Well, this widder Widdowson, she put up a big funeral for the deceased. She hed Wilkins, and that undertaker just laid himself out. Just spread himself. Unfortunately—perhaps fortuitly in the ways of Providence—one

To Let.

TO LET.

N. O. 3, PRINCE TERRACE, ELGIN STREET, with Immediate Possession.

Apply to
LANE, CRAWFORD & Co.
Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KMP.

DAVID HASSON, SONS & Co.
Hongkong, February 15, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House and Office No. 1, D'Aguilar Street, at present in the occupation of Messrs DOUGLAS LAFRAIK & Co.

Apply to
DOUGLAS LAFRAIK & Co.
Hongkong, November 17, 1876.

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised April 1st, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

LOCAL AND TOWN POSTAGE.

Letters.	Registration.	Newspapers.	Books & Patterns.	Per 2 oz.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,.....	2	8	2	2
Between any other two of the following places (—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,.....	4	8	2	2
Between the above by Contract Mail,.....	8	16	4	4

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, India (including Ceylon, the Straits, and Aden), Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are: the Australasian Group, British North America, South and Central America, and the West Indies (except Jamaica, Trinidad, and British Guiana).

Postage to Union Countries.

United Kingdom and Union Countries served through London:—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	12	8	4
By the Union,.....	16	8	4

Other Union Countries.—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	12	8	4
By the Union,.....	16	8	4

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	26	12	6
By the Union,.....	12	8	4

Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland, Nova Scotia, Honolulu (N.R.), and Hawaii (N.R.):—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	20	16	8
By the Union,.....	12	8	4

W. Indies, Buenos Ayres, Costa Rica, Colombia (U.S.), Guatemala, Grey Town, Hayti, La Guayra, Mexico, Monte Video, New Granada, Panama, Paraguay, Uruguay, and Venezuela:—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	38	16	8
By the Union,.....	12	8	4

Bolivia, Chili, Ecuador, and Peru:—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	50	16	8
By the Union,.....	12	8	4

Brazil:—

Letters.	Registration.	Newspapers.	Books and Patterns.
By any other route,.....	82	16	8
By the Union,.....	12	8	4

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched, or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected. A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet. Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth. Exceptions.—A packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

PACKAGES.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from the mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise.

Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind,—but such articles only,—may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal and its possessions, and Switzerland, bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the article or articles. Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of either down, raw or thread silk, woolen or goats' hair, thread, vanilla, saffron, or carmine, or glassware, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engravings, plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone, viz: the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 a.m. to 11.30 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

REVISED TARIFF OF CHARGES ON CORRESPONDENCE FORWARDED BY THE ABOVE PACKET TO CANADA, THE WEST INDIES, SOUTH AMERICA, &c.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on Correspondence sent to:—

Letters, per half ounce.	Hongkong U.S. Stamps.	Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Manassah, New Providence, Antigua, Barbados, Cuba, St. John, Greenland, Jamaica, Panama, Newfoundland, St. Kitts, St. Lucia, St. Vincent, Trinidad, Tobago, West Indies, Venezuela, Brazil, Argentina Confederation, Buenos Ayres, Paraguay, Uruguay, &c., for Canada, per 1 oz.,.....
By any other route,.....	12	2

Newspapers for all other places (not over 4 oz.) each Paper, 2

Books, &c., for all other places, per 4 oz.,.....

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained and sold.

Arrangements have been made to sell American Stamps at this Office, for the

convenience of those who may wish to post by the Pacific Route to Canada, the West Indies, and other places named below.

For the present no large quantities of these Stamps can be supplied, nor is it undertaken that every denomination can be kept in hand.

Miscellaneous Notices.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Privates in H.M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom, or via Marseilles by French Packet, or via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz: Assistant Engineer, Gunner, Boatswain, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon.

The English Mail.

The French Mail.

In the N.E. Monsoon.

A Private Steamer a few days before the English Mail.

The French Mail.

The Post Office is not, by law, responsible for any loss or non-delivery which may arise from the non-delivery, mis-delivery, or mis-direction of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any other else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorized to demand change; and when money is paid at a Post Office whether in change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be liable to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be treated; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article

of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 2 lbs. Patterns—to British Offices, 5 lbs. If without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mail, or offensive or injurious to persons dealing with them.

PARCELS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post.

Fans, Curious Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with shewing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmaster and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

Money Order Regulations.

1.—Money Orders on the United Kingdom are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.	Local Money Orders.
Up to £2,.....	18 cents.
" 2 to £5,.....	36 "
" 5 to £10,.....	54 "
" £10 and over,.....	72 "

Up to \$25,..... 30 cents.

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Name must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee have signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

Made out on a printed form which is supplied gratis.

Orders on Shanghai are drawn at 2 per cent premium in all cases.

POST OFFICE NOTICE.

Unclaimed Correspondence.

May 4, 1877.

Letters, Paps.

Abbott, Miss 1 McKibbin, Joseph 1

Adams, Miss 1 Mellish, Edward 2

Adams, Miss 1 Mellish, L. F. 1

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Bertha	h	Windham	Brit. str.	1421	April 23	Meyer & Co.	Manila	7th, 10 a.m.
Bombay	h	Smith	Brit. str.	749	May 3	P. & O. S. N. Co.	Yokohama	Malls
Braemar Castle	h	Ayles	Brit. str.	1424	April 24	Adamson, Bell & Co.	Hankow	Ab'deen Dock
Cairnmuir	h	Spewart	Brit. str.	1120	May 3	Holliday, Wice & Co.	Hankow	Malls, 15th
City of Peking	h	Tanner	Amer. str.	6073	May 1	P. M. S. S. Co.	Saloon	Coast Ports
Cyphrona	h	Wood	Brit. str.	1280	May 4	Gibb, Livingston & Co.	Coast Ports	In Dock
Douglas	h	Pitman	Brit. str.	884	May 20	Wm. Pustau & Co.	Coast Ports	In Dock
Feronia	h	Schultz	Ger. str.	1089	April 20	A. McG. Heaton	Coast Ports	In Dock
Flintshire	h	Thomas	Brit. str.	1240	May 9	Jardine, Matheson & Co.	Coast Ports	In Dock
Glenyon	h	Wallace	Brit. str.	1376	May 26	Hop Kee & Co.	Coast Ports	In Dock
Gunga	h	Garceau	Fch. str.	797	April 27	Douglas Laprak & Co.	Coast Ports	In Dock
Hailong	h	Abbott	Brit. str.	2332	April 19	Stamson & Co.	Coast Ports	In Dock
Hankow	h	Symington	Brit. str.	277	April 27	Jardine, Matheson & Co.	Coast Ports	In Dock
Imbros	h	Bennington	Brit. str.	1275	April 20	Jardine, Matheson & Co.	Coast Ports	In Dock
Juan	h	Stock	Brit. str.	1019	April 16	Vogel, Hagedorn & Co.	Coast Ports	In Dock
Montgomeryshire	h	Sturrock	Brit. str.	1146	April 23	Jardine, Matheson & Co.	Coast Ports	In Dock
Nelson	h	Class	Brit. str.	894	May 1	Stamson & Co.	Coast Ports	In Dock
Ningpo	h	Walker	Brit. str.	606	May 4	Kwok Acheong	Coast Ports	In Dock
Norma	h	Hopkins	Brit. str.	933	April 30	Yuen Fat Hong	Coast Ports	In Dock
Rajanattianthar	h	Hopkins	Brit. str.	37	Dec. 17	P. & O. S. N. Co.	Coast Ports	In Dock
Saada	h	Percy	Brit. str.	35	April 24	Olyphant & Co.	Coast Ports	In Dock
Sea Gull	h	Reeves	Brit. str.	1206	April 18	P. & O. S. N. Co.	Coast Ports	In Dock
Sunda	h	Hunter	Brit. str.	286	May 1	Landstein & Co.	Coast Ports	In Dock
Washi	h	Hunter	Brit. str.	324	June 9	Kwok Acheong	Coast Ports	In Dock
Yotung	h	Hunter	Brit. str.	324	June 9	Kwok Acheong	Coast Ports	In Dock
Zamboanga	h	Valenciano	Span. str.	651	April 26	Ab Yon	Coast Ports	In Dock
Sailing Vessels								
A. T. Stallnecht	h	Schitt	Ger. bge.	539	April 23	Stamson & Co.	Saloon	
Albert Russell	h	Carver	Amer. bge.	762	April 13	Vogel, Hagedorn & Co.	New York	
America	h	Holdt	Ger. sh.	1210	May 1	Stamson & Co.	Cebu	
Arabella	h	Pearson	Brit. bge.	606	April 16	Meyer & Co.	London	
Aurora	h	Milne	Brit. bge.	285	May 3	Wm. Pustau & Co.	Takow	Cleared
Catherine Marden	h	Marden	Brit. sm. sc.	287	April 19	Wm. Pustau & Co.	Newchwang	
Charles	h	Hervé	Fch. bge.	255	May 2	Carlowitz & Co.	Newchwang	
Charles Maureau	h	Quatresous	Fch. bge.	368	April 20	Landstein & Co.	Newchwang	
Charlotte Andrews	h	Place	Brit. bge.	369	May 1	Rozario & Co.	Newchwang	
Cheng Soon	h	Cheng Sang	Slam. sch.	290	April 19	Insurance Company	Newchwang	
Coeran	h	Miller	Amer. sch.	307	April 23	Melchers & Co.	Newchwang	
Ellen Rickmers	h	Weydemann	Ger. bge.	340	May 2	Wm. Pustau & Co.	Newchwang	
Emma	h	Grun	Ger. bge.	871	April 14	Borneo Company, Limited	Newchwang	
Evening Star	h	Abner	Brit. bge.	635	April 28	Kin-tye-long	Newchwang	
Fabius	h	Holze	Brit. bge.	385	April 23	Yuen Fat Hong	Newchwang	
Falcon	h	Wio	Brit. bge.	456	April 30	H. Kier & Co.	Newchwang	
Glanorganshire	h	McKachern	Brit. sh.	895	April 11	Wm. Pustau & Co.	Newchwang	
Glengairn	h	Finnister	Brit. sh.	1299	April 28	P. & O. S. N. Co.	Newchwang	
Hannah Law	h	Groig	Amer. bge.	603	May 4	Arnhold, Karberg & Co.	Newchwang	
Helena	h	Snow	Ger. bge.	785	Mar. 27	Stamson & Co.	Newchwang	
Hydra	h	Swert	Ger. bge.	836	April 26	Stamson & Co.	Newchwang	
Jan Peter	h	Hender	Brit. bge.	814	April 20	Melchers & Co.	Newchwang	
Lalla Rookh	h	Mearns	Brit. sh.	896	April 12	Meyer & Co.	Newchwang	
Leucadia	h	Vincent	Amer. sch.	45	Aug. 13	Insurance Co.	Newchwang	
Lohrer	h	Cutler	Amer. sh.	862	April 16	Russell & Co.	Newchwang	
Mary Whitridge	h	Sawyer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.	Newchwang	
New Era	h	Garlock	Brit. sh.	789	April 7	Wm. Pustau & Co.	Newchwang	
Nyasa	h	Graf	Ger. bge.	238	April 28	Stamson & Co.	Newchwang	
Piccola	h	Brown	Amer. bge.	611	Mar. 26	Vogel, Hagedorn & Co.	Newchwang	
Rosetta McNeil	h	Hansen	Am. sm. sc.	406	Feb. 28	Arnhold, Karberg & Co.	Newchwang	
Rodna	h	Burgeland	Russ. bge.	830	Mar. 26	Vogel, Hagedorn & Co.	Newchwang	
Rurik	h	Dumont	Fch. bge.	289	May 31	Stamson & Co.	Newchwang	
St. Joseph	h	Cabada	Span. bge.	251	Mar. 12	Vogel, Hagedorn & Co.	Newchwang	
Terese	h	Hall	Amer. sh.	1516	April 29	Stamson & Co.	Newchwang	
Thoon Kramom	h	Vorath	Slam. bge.	474	April 30	Waler & Co.	Newchwang	
Tullochgorum	h	Mason	Brit. sm. sc.	476	April 30	Brandao & Co.	Newchwang	
Villa de Rivadavia	h	Carmus	Span. bge.	261	April 28	Brandao & Co.	Newchwang	
W. H. Deltz	h	Endloott	Amer. bge.	487	April 19	Arnhold, Karberg & Co.	Newchwang	
Wealthy Fendleton	h	Hanehar	Amer. bge.	809	April 19	Vogel, Hagedorn & Co.	Newchwang	
WEAMPOA								
Eudoxie Adolphine	h	Valot	Fch. bge.	254	May 1	Carlowitz & Co.	Newchwang	
Gustav Adolph	h	Neemann	Ger. bge.	300	April 21	Eduard Schellhass & Co.	Newchwang	
CANTON								
China	h	Akermann	Ger. str.	643	May 4	Stamson & Co.	Shanghai	
Fuyew	h	Crood	Chl. str.	920	May 3	C. M. S. N. Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charvadia	h	British	corvette	1506	3	100	April 6	T. E. Smith
Caslow	h	British	gun vessel	774	3	100	May 4	E. J. Church
Hai Ohing	h	Chinese	gunboat	1300	6	400	April 30	Kwa Teng Sing
Luise	h	German	corvette	1300	6	400	May 1	Dumas
Magpie	h	British	gun vessel	774	3	100	May 2	Charles Vernon Anson
Meanees	h	British	military hospital	2591	14	350	April 13	Alex. Buller, C.B.
Modeste	h	British	corvette	1405	14	350	May 1	R. H. Napier
Nassau	h	British	surveying vessel	695	4	160	Feb. 23	Rapello
Patino	h	K.D. Spanish	transport	1200	0	0	April 27	W. Bonham Bax
Sylvia	h	British	surveying vessel	595	5	100	May 5	W. H. Liddell
Tamar	h	British	troop-ship	4867	2	100	Jan. 8	F. Amarat
Tejo	h	Portug.	gun vessel	444	2	100	Jan. 8	Commodore Watson
Victor Emanuel	h	British	Commodore's flag-ship	3067	2	100	Jan. 8	Commodore Watson
At Canton								
Ashuelot	h	American	corvette	1037	6	700	May 4	Geo. H. Perkins
Fly	h	British	gun vessel	464	4	120	May 6	John Bruce

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'pos Dock Co.
Fei Wan	700	Martin	H. C. & M. S. boat Co.
Ichang	457	Cary	Butterfield and Swire
Kim Shan	617	Benning, T.	H. C. & M. S. boat Co.
Kiu Kiang	69	Benning, A.	H. C. & M. S. boat Co.
Linton	1890	Benning, A.	H. C. & M. S. boat Co.
Powan	101	Rawkins	Kwok Acheong
Sir J. Jeejeebhoy	140	Lefevour	H. C. & M. S. boat Co.
Spark	280	Hoyland	H. C. & M. S. boat Co.
White Cloud	180	Brown	Kwok Acheong
Yotal	180	Brown	Kwok Acheong

FOOCHOW SHIPPING IN PORT.

April 28, 1877.

for Swatow

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

MERCHANT STEAMERS.

Name.	Tons.	Captain.	Owners.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.

* Since left port, or arrived at Hongkong.

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	100	J. Godall
Chen-jui	28	1	100	E. F. Collins
Ching-po	180	1	100	Wan Lum Wan
Ching-sing	230	0	100	E. Choy
Ching-tai	230	0	100	E. Choy
Peng-chou-hat	600	5	400	C. H. Palmer
Quong-chi	130	3	60	Li Ping Tye
Shen-chi	180	5	100	H. Wade
Sul-tung	180	5	100	Stewart
Tuhing-tung	180	5	100	Bennett
Tien-po	180	5	100	C. De Longueville
Wing-po	600	8	180	Lam Man Wo

MERCHANT STEAMERS.

Name.	Tons.	Captain.	Owners.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
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Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.
Glennear	117	Stopani	H. & W'pos Dock Co.

* Since left port, or arrived at Hongkong.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 5, 1877.

At 1110 Cash per Dollar Mexican.

Price.

Highest. Lowest.

Cash. Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foochow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Hump, Salt, 110 100

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, catty 80 60

" Tripe (undressed), catty 50 40

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 360 340

Mutton Chop, 190 180

" Leg, 190 180

" Shoulder, 140 130

" Liver, 130 120

Pigs' Chittlings, catty 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 90 80

" Heart, 60 50

" Kidneys, 80 70

" Liver, lb. 100 80